

**CEQA FINDINGS OF FACT AND
STATEMENT OF OVERRIDING CONSIDERATIONS
REGARDING THE FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE DISNEY | ABC STUDIOS AT THE RANCH PROJECT**

STATE CLEARINGHOUSE NO. 2010011010

**COUNTY PROJECT NO. TR071216-(5)
PLAN AMENDMENT NO. 200900010
ZONE CHANGE NO. 200900012
VESTING TENTATIVE TRACT MAP NO. 071216
CONDITIONAL USE PERMIT NO. 200900126
OAK TREE PERMIT NO. 200900041
PARKING PERMIT NO. 201000002
ENVIRONMENTAL REVIEW NO. 200900112**

**COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING
320 WEST TEMPLE STREET
LOS ANGELES, CALIFORNIA 90012**

JULY 2013

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ATTACHMENTS

Attachment A	Mitigation Monitoring and Reporting Program
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SECTION 1.0 INTRODUCTION

The County of Los Angeles (County) Board of Supervisors (Board) hereby certifies and finds the Disney | ABC Studios at The Ranch Project (Project) Final Environmental Impact Report (Final EIR), State Clearinghouse Number 2010011010, has been completed in compliance with the California Environmental Quality Act (Public Resources Code Sections 21000, *et seq.*, CEQA) and the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000, *et seq.*, CEQA Guidelines). The Project Final EIR consists of the following documents: (1) May 2012 Draft Environmental Impact Report (Draft EIR); (2) May 2012 Technical Appendices to the Draft EIR; and (3) June 2013 Final EIR, which includes Responses to Comments, Corrections, Clarifications, and Additions to the Draft EIR, FEIR Appendices, and the Mitigation Monitoring and Reporting Program (MMRP).

The Board hereby further certifies it received, reviewed and considered the information contained in the following: (i) the Final EIR; (ii) the applications for Plan Amendment No. 200900010, Zone Change No. 200900012, Vesting Tentative Tract Map No. 071216, Conditional Use Permit No. 200900126, Oak Tree Permit No. 200900041, and Parking Permit No. 201000002; and (iii) all hearings and submissions of testimony from County officials and departments, the Applicant (as defined below), the public, other public agencies, community groups, and organizations. Concurrently with the adoption of these findings, the Board adopts a Statement of Overriding Considerations (*see* **Section 16.0**, below) and a Mitigation Monitoring and Reporting Program (MMRP), attached hereto as Attachment A.

Having received, reviewed and considered the foregoing information, as well as any and all information in the administrative record and the record of proceedings, the Board hereby makes the following findings pursuant to and in accordance with Public Resources Code Section 21081 and CEQA Guidelines Sections 15090 and 15091:

1.1 PROJECT BACKGROUND

1.1.1 PROJECT LOCATION

Golden Oak Ranch (Ranch) comprises approximately 890 acres located in the unincorporated Santa Clarita Valley area of the County. The western portion of the 890-acre Ranch includes an approximately 30-acre, 330-foot strip of land that traverses the Ranch in a generally northwest to southeast direction and is owned by the City of Los Angeles Department of Water and Power (referred to as the LADWP transmission corridor). The southwest corner of the Ranch also includes two smaller LADWP corridors totaling approximately four acres and used for transmission purposes. The Applicant holds an easement from LADWP to access and use the land within the LADWP transmission corridor.

The 58-acre Development Area, which will contain the motion picture and television studio, is located immediately east of State Route 14 (SR-14). The proposed Vesting Tentative Tract Map No. 071216 would create up to 20 lots on 44.28 acres of the Development Area, corresponding to that area located west of the LADWP transmission corridor. Additional Project elements are proposed within areas referred to as the Water Tank Area, the Trail Area, the Potential Mobile

Home Relocation Areas, and the Conditional Parking Areas, all located within the Ranch, and the Off-Site Infrastructure Improvement Areas. The Off-Site Infrastructure Improvement Areas include areas outside the Ranch where water and sewer infrastructure, the replacement of several existing power poles, and reconfiguration of several roadway intersections are proposed. Collectively, the Development Area and these other areas comprise the Project site. These areas are depicted in Figures IV-4 and IV-5 of Section IV, Project Description, of the Draft EIR. The Project would allow for continued operation and maintenance of the existing filming ranch and associated outdoor sets on 195 acres of the Ranch with the remaining 637 acres used as a filming backdrop, by incorporating the existing Conditional Use Permit (CUP) that allows filming uses at the Ranch into the proposed CUP for the Project. As indicated in the Exhibit “A” Map provided as Figure IV-17 in Section IV, Project Description, of the Draft EIR, the proposed CUP would apply to the entire 890-acre Ranch, as does the existing CUP, with the 195 acres of existing filming ranch and associated outdoor sets continuing to be operated as it has been for over 30 years. The analysis provided within the Draft EIR distinguishes between those areas where new development and uses are proposed that would result in physical changes in the environment (i.e., the Development Area, the Water Tank Area, the Trail Area, the Potential Mobile Home Relocation Areas, and the Conditional Parking Areas, which with the Off-Site Infrastructure Improvement Areas are typically referred to as the Project site) and those areas of the Ranch where existing and ongoing film production and intermittent agricultural and oil production uses would continue unchanged (generally referred to as the Ranch or the remainder of the Ranch).

The Ranch is located within the “Thirty Mile Zone,” the area within a 30-mile radius of the intersection of Beverly and La Cienega Boulevards in the City of Los Angeles, which has the greatest concentration of studio-related activities in California.

Within a regional context, the Ranch is located immediately east of SR-14. Placerita Canyon Road, a secondary highway, runs through the southern portion of the Ranch in an east-west direction. Other major roadways in the Ranch vicinity include Sierra Highway, Newhall Avenue, and Interstate 5 (I-5). Primary access to the Ranch is along Placerita Canyon Road.

The Project vicinity includes a variety of uses. New development within the approved Golden Valley Ranch planned community is underway to the north of the Ranch within the County of Los Angeles. Upon completion, new uses within the 1,259-acre Golden Valley Ranch will ultimately include approximately 500 single-family residential units, approximately 610,000 square feet of community-serving commercial uses, a school, parks, and a fire station. While these uses are located just north of the Ranch, steep ridgelines separate and preclude visibility of these uses from the Ranch. Residential subdivisions are located to the northwest of the Ranch on the other side of SR-14 within the City of Santa Clarita (City) and are not visible from the Ranch due to distance and topography. To the south and southeast of the Ranch are U.S. Forest Service Land (Angeles National Forest) and State Park Land (Placerita Canyon State Park, known as Placerita Canyon Nature Center), with residential subdivisions further to the southwest. To the east of the Ranch are undeveloped areas and a small residential subdivision that is also separated from uses within the Ranch by steep ridgelines. This eastern residential subdivision is located approximately 1.25 miles from the Development Area. To the west of the Ranch and the Development Area across SR-14 in the City, there are oil production wells and industrial uses, with The Master’s College and residential subdivisions further to the west.

1.1.2 PROJECT DESCRIPTION

Golden Oak Ranch Properties, LLC (Applicant) proposes to construct a state-of-the-art motion picture and television studio within the Development Area in the westernmost portion of the Ranch. A substantial portion of the Development Area is located on two large, mostly barren fill pads created on either side of Placerita Creek by the California Department of Transportation (Caltrans) during construction of SR-14 in the early 1970s.

The Project would provide up to 12 soundstages, production offices, six mills, a warehouse, writers/producers bungalows, a commissary, an administration building, a central utility plant, and an electrical substation within the Development Area. This development scenario is referred to as the Soundstage Option. The Conceptual Site Plan for the Soundstage Option is depicted in Figure IV-6 of Section IV, Project Description, of the Draft EIR. Under the Soundstage Option, the southern portion of the Development Area (south of Placerita Creek and west of the LADWP transmission corridor) would contain the following: eight soundstages, four mills, and four production offices in the center of the development; writers/producers bungalows, an administration building, and a commissary/amenity building to the north of the soundstages; and a warehouse and a central utility plant along the southern boundary of the Development Area near Placerita Canyon Road. Four additional soundstages, two mills, two production offices, and an electrical substation would be developed in the northern portion of the Development Area, located north of Placerita Creek. These areas would be connected via a 220-foot long bridge that would span Placerita Creek, and an access road at the westernmost portion of the Development Area adjacent to SR-14. Buildout of the Soundstage Option would result in a total of approximately 555,950 gross square feet of building area, plus approximately 66,300 square feet of ancillary facilities.

The Project also includes an option to develop studio office uses in one office building in lieu of four soundstages, two mills, and production offices within the northern portion of the Development Area. This alternative scenario is referred to as the Studio Office Option. The Conceptual Site Plan for the Studio Office Option is depicted in Figure IV-7 of Section IV, Project Description, of the Draft EIR. Buildout of the Studio Office Option would result in a total of approximately 510,000 gross square feet of building area, plus approximately 66,300 square feet of ancillary facilities.

Under either development scenario, the remaining areas of the Ranch would continue to operate as a working filming ranch. Approximately 30 acres of the existing 225-acre outdoor filming area are located within the Development Area. With implementation of the Project, approximately 195 acres of the Ranch would continue to be used for outdoor filming ranch uses with some intermittent agricultural uses. Approximately 637 acres of the Ranch would continue to be used primarily as a filming backdrop with some intermittent agricultural and oil production uses.

The Project would recognize the synergy of having the existing outdoor filming activities and proposed indoor film production uses consolidated on the same site. The proposed studio uses and continued filming activities could operate 24 hours per day, seven days per week. Outdoor filming activities at night could require the use of generators for lighting and other activities. The number of employees associated with the Project would vary based on filming schedules and demand, with

up to 1,240 persons associated with Development Area activities potentially present each day, for a total of up to 1,840 persons potentially present on the Ranch on a daily basis.

The proposed buildings within the Development Area would be designed to reflect the existing agrarian and rustic character of the Ranch. Building heights would range from approximately 20 to 60 feet in height, with the soundstages being the tallest features. The buildings located within the western portion of the Development Area would be screened from Placerita Canyon Road and SR-14 by a vegetation barrier heavily planted with trees and shrubs. Along Placerita Canyon Road, much of the existing landscaped area that includes mature native trees, including mature oak trees, would provide additional screening of the Project buildings. The Project would require an Oak Tree Permit for the removal of 158 oak trees, including 16 heritage oak trees, and encroachment on 82 other oak trees, including 3 heritage oak trees. The Project includes a comprehensive oak tree mitigation program that would involve the planting of at least 1,600 oak trees (with the guaranteed survival of 1,144 oak trees through the seven-year monitoring period) of a variety of sizes within areas of the Ranch east of the Development Area.

Primary access to the Ranch is along Placerita Canyon Road. Unpaved private roads provide internal circulation within the Ranch. To improve access to the Ranch and the Development Area, the Applicant proposes to reconfigure and signalize the SR-14 northbound off-ramp at Placerita Canyon Road. The reconfiguration would allow for northbound vehicles exiting SR-14 to cross Placerita Canyon Road and directly enter the Development Area through the Ranch's new main entry driveway. Although the current Ranch main entrance (i.e., the existing driveway further to the east) would continue to be used, primary ingress to the Development Area would be provided via the new entry across from the SR-14 northbound off-ramp. In the event that the proposed improvements to the off-ramp are not approved by Caltrans, Project traffic ingress would be restricted to the current Ranch main entrance, which may require additional future environmental review under CEQA. The Project would include roadway improvements at the following intersections: Sierra Highway/SR-14 Southbound Ramps; Sierra Highway/Placerita Canyon Road; and the current Ranch main entrance/Placerita Canyon Road. In addition, a retaining wall ranging in height from 4 to 18 feet would be located along the south side of Placerita Canyon Road across from the current Ranch main entrance to shore up an existing steep hill.

Also as part of the Project, the Applicant would dedicate a variable-width, 12- to 20-foot-wide easement for a proposed trail, referred to as the Placerita Canyon Connector Trail, which would be constructed as a public, multi-use trail for hiking, mountain-biking, and equestrian use and would connect to existing trails within Angeles National Forest. The trail would extend from the SR-14 northbound off-ramp adjacent to Placerita Canyon Road to southeast of the Water Tank Area at the Ranch's southern property line. The Placerita Canyon Connector Trail would also include a trailhead/staging area near the existing access road to the Water Tank Area. The Project would provide at least 1,228 parking spaces within the Development Area (with up to 260 spaces in the northern pad area including 88 tandem spaces, up to 507 spaces in the southern pad area, and up to 569 spaces within the parking lots located in the LADWP transmission corridor) under the Soundstage Option, and at least 1,162 parking spaces within the Development Area (with up to 460 spaces in the northern pad area, up to 507 spaces in the southern pad area, and up to 569 spaces within the parking lots located in the LADWP transmission corridor) under the Studio Office Option. If LADWP were to revoke the parking license agreement for the parking lots within the LADWP transmission corridor, one or two conditional surface lots located on the Ranch east

of the Development Area would be constructed and used. The northern Conditional Parking Area could provide 295 parking spaces, and the southern Conditional Parking Area could provide 482 parking spaces.

New water infrastructure would be constructed to connect the Development Area with the nearest Newhall County Water District (NCWD) delivery system west of the Ranch. A 2,000,000-gallon water tank would be constructed south of Placerita Canyon Road on the Ranch to provide water for the Project and supplemental capacity for the NCWD. Sanitary sewer service for the Development Area would be provided by connecting a proposed on-site wastewater system to the City of Santa Clarita's existing local wastewater collection system west of the Ranch through the construction of a new sewer main in the City. The portion of the sewer system within the City would be constructed by the City as part of its Sewer Master Plan. Other off-site improvements include the replacement of an estimated nine existing overhead distribution poles along public road rights-of-way on Sierra Highway and possibly Placerita Canyon Road by Southern California Edison (SCE) in order to connect to the proposed electrical substation. The Project's storm drain system would be designed to flow to Placerita Creek, as under existing conditions, and sized to ensure post-development peak flow rates would not exceed pre-development peak flow rates so as to prevent off-site downstream flooding caused by the Project. Following disturbance of portions of Placerita Creek during Project construction, the reconstructed creek slopes would be stabilized with soil cement which would be buried to allow surface revegetation, and a permanent, paved 15-foot-wide access road to be used by the County for maintenance purposes would be introduced at the top of the slope stabilization, with the slopes vegetated with native vegetation. The habitats within portions of the creek would be restored, enhanced, established, and/or preserved under the Project's Habitat Mitigation and Monitoring Program.

To accommodate Project construction, the uninhabited structure located within the Development Area would be removed, and the Ranch foreman's mobile home would be relocated to one of the two Potential Mobile Home Relocation Areas on the Ranch east of the Development Area. The existing private septic system that serves the mobile home would be removed and a new septic system would be installed near the new mobile home location.

The Project would implement a comprehensive landscaping plan to enhance the existing natural features within the Development Area. Placerita Creek would continue to serve as an integral natural amenity and focal point for the Ranch, enhanced by implementation of a habitat restoration plan. In accordance with the County's Drought-Tolerant Landscaping ordinance, at least 75 percent of the Project's landscaped area would contain plants from the Los Angeles County Drought-Tolerant Plant List.

As part of the Project, the Santa Clarita Valley Sanitation District, which is part of the County Sanitation Districts of Los Angeles County, would need to annex the Development Area into the District before sanitary services could be provided. Sanitary sewer service for the Development Area would be provided by connecting a proposed on-site wastewater system to the City of Santa Clarita's existing local wastewater collection system via the construction of a new sewer main to convey flows westerly from the Development Area for approximately two miles to a point of connection tentatively identified at the intersection of Placeritos Boulevard and Meadview Avenue.

To support the energy needs of the Project, an approximately 46,300-square foot electrical substation would be constructed in the northernmost portion of the Development Area. The proposed substation would be designed, owned and operated by Southern California Edison. The Project also would include an on-site natural gas distribution system connecting to an existing 6-inch gas main within Placerita Canyon Road.

The Project would require new on-site storm drain facilities to convey stormwater flows from the developed portion of the Development Area and off-site areas that drain to the Development Area. Through a combination of sheet flow, concentrated drainage swales, localized catch basin inlets, and storm drain pipes, all stormwater runoff from the Development Area would flow to Placerita Creek.

To accommodate the Project, the entire Development Area would be cleared and mass graded at one time. A maximum of 10 acres would be graded on any given day. Portions of the fill pads created by Caltrans during construction of SR-14 would be excavated and then brought up to design pad elevations. The Project is anticipated to involve approximately 700,000 cubic yards of cut and 350,000 cubic yards of fill within the Ranch, with approximately 350,000 cubic yards of soil export. The construction of a pad for the water tank, construction of the trail, construction of the Conditional Parking Areas, and the relocation of the mobile home also would require minimal grading. Trenching would be required for the proposed water and sewer lines, involving an estimated 15,000 to 20,000 cubic yards of cut, approximately 10,000 to 12,000 cubic yards of fill, and as much as 5,000 to 8,000 cubic yards of exports. Construction for power pole replacements would involve limited excavation. Traffic infrastructure improvements would require an estimated 11,500 to 14,000 cubic yards of cut, approximately 1,500 to 2,000 cubic yards of fill, and as much as 10,000 to 12,000 cubic yards of export. In total, the Project would require approximately 734,000 cubic yards of grading, with approximately 364,000 cubic yards used as fill and approximately 370,000 cubic yards of soil export.

1.1.3 DISCRETIONARY ACTIONS

The Disney | ABC Studios at The Ranch Project requires the following discretionary approvals by the County of Los Angeles and other public agencies, as described below, to be implemented:

Plan Amendment

The Project Applicant is requesting a local plan amendment to change the land use designation set forth in the 1990 Santa Clarita Valley Area Plan for the area covered by Vesting Tentative Tract No. 071216 from HM (Hillside Management) to C (Commercial) for approximately 20 acres and from W (Floodway/Flood Plain) to C (Commercial) for approximately 24.28 acres. The remaining portion of the 58-acre Development Area, most of which is owned by the City of Los Angeles Department of Water and Power, would remain designated as HM (Hillside Management) and W (Floodway/Flood Plain).

Zone Change

The Project Applicant is requesting a zone change to change the zone from A-2-1 (Heavy Agricultural—One Acre Minimum Required Area) to C-M-DP (Commercial Manufacturing—

Development Program) within the area covered by Vesting Tentative Tract No. 071216. The remaining portion of the 58-acre Development Area, most of which is owned by the City of Los Angeles Department of Water and Power, would remain zoned A-2-1.

Vesting Tentative Tract Map

The Project Applicant is requesting a Vesting Tentative Tract Map (VTTM) No. 071216 to create 20 lots under the Soundstage Option and 18 lots under the Studio Office Option on 44.28 acres of the 58-acre Development Area, corresponding to that area located west of the LADWP transmission corridor.

Conditional Use Permit

The Project Applicant is requesting a conditional use permit (CUP) to authorize a Development Program including: grading in excess of 100,000 cubic yards; development of indoor studio and production uses on 44.28 acres associated with VTTM No. 071216 in the proposed C-M-DP (Commercial Manufacturing–Development Program) zone; relocation of the Ranch foreman's mobile home and removal and replacement of the associated septic system; construction of an electrical distribution station; construction of a new water tank south of Placerita Canyon Road; construction of a publicly accessible trail and trailhead south of Placerita Canyon Road; to authorize an exemption from the Outdoor Rural Lighting District ordinance hours of operation requirements for onsite filming activities; and to allow continued operation and maintenance of the existing filming ranch and associated outdoor sets on 195 acres with the remaining 637 acres used as a filming backdrop and continuation of permitted existing agricultural and oil production uses in the A-2-1 (Heavy Agricultural–One Acre Minimum Required Area) and A-2-2 (Heavy Agricultural–Two Acres Minimum Required Area) zones.

Oak Tree Permit

The Project Applicant is requesting an oak tree permit to authorize the removal of 158 oak trees and encroachment within the protected zone of 82 oak trees located within or near the Development Area, Water Tank Area, and Conditional Parking Areas.

Parking Permit

The Project Applicant is requesting a parking permit to authorize tandem parking, use of shared off-lot parking, and an exemption from paving and striping requirements for surplus parking within the conditional parking lots if parking within the LADWP transmission corridor were later revoked by LADWP.

Street Vacation

The Project Applicant is requesting approval of a street vacation to permanently vacate the portion of Delden Road traversing the Development Area.

County Floodway/Floodplain Map Boundary Re-alignment

The Project Applicant is requesting a re-alignment of County floodway/floodplain map boundary within the Ranch.

LAFCO Annexation

The Project Applicant is requesting approval by the Los Angeles County Local Agency Formation Commission (LAFCO) to annex the Ranch into the Santa Clarita Valley Sanitation District of Los Angeles County.

Caltrans Approval

The Project Applicant is requesting approval by Caltrans of off-site traffic improvements.

ACOE Clean Water Act Permit

The Project Applicant is requesting issuance of a U.S. Army Corps of Engineers (ACOE) Permit pursuant to Clean Water Act Section 404.

CDFW Streambed Alteration Agreement

The Project Applicant is requesting issuance of a Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW) pursuant to the Fish and Game Code Section 1603.

RWQCB Water Quality Certification

The Project Applicant is requesting issuance of a Water Quality Certification from the Regional Water Quality Control Board (RWQCB) pursuant to Clean Water Act Section 401.

Fuel Modification Plan Approval

The Project Applicant is requesting approval of Fuel Modification Plan by the Los Angeles County Fire Department.

1.1.4 PROJECT OBJECTIVES

As described in Section IV, Project Description, of the Draft EIR, the following project-specific objectives have been identified for the Disney | ABC Studios at The Ranch Project.

The underlying purpose of the Project is to provide for a state-of-the-art motion picture and television studio within the westernmost portion of the Ranch which would include at least eight soundstages, while maintaining the scenic qualities of the filming backdrop and the Ranch and existing filming activities on the remainder of the Ranch floor, including the use of outdoor filming sets and intermittent agricultural operations. The Project would recognize the synergy of having the existing outdoor filming activities and proposed indoor film production consolidated on the same site, thus maximizing efficiencies and reducing vehicle trips. In addition, the proposed

production facilities would accommodate indoor production needs in the County, while supporting the expansion of the entertainment industry both locally and regionally. Below are the specific Project Objectives that support the Project's underlying purpose:

Land Use and Planning Objectives

- Provide for studio uses, including at least eight soundstages and associated production support facilities, within the Ranch, while complementing the Ranch's rural and agricultural setting.
- Transform the area of the Ranch adjacent to SR-14, of which approximately half is comprised of mostly barren fill pads left by Caltrans during construction of SR-14, with a studio design that respects the rural setting of the Ranch and allows views of Placerita Creek and the surrounding hillsides of Placerita Canyon.
- Locate more intensive production uses closest to SR-14, while continuing less intensive existing outdoor filming uses on 195 acres further east within the Ranch, and protecting the existing least intensive uses within the 637 acres used as a filming backdrop.
- Retain 195 acres currently used for outdoor filming and the 637 acres of existing filming backdrop areas within the Ranch.
- Minimize the amount of land within the Ranch to be developed, and cluster and focus new development within and near the existing fill pad areas to reduce the area of impact, provide for a consolidated, efficiently planned Project, minimize the impact to outdoor filming within the Ranch, and retain the ability to film in a natural setting.
- Ensure appropriate and necessary infrastructure capacity for the Project.
- Develop new buildings at grades that minimize visibility from SR-14 and Placerita Canyon Road, adjacent off-site areas, and other portions of the Ranch.
- Minimize visibility of the Development Area from existing outdoor filming areas within the Ranch.
- Implement an environmentally sensitive Project that respects and enhances Placerita Creek and its riparian corridor.
- Implement a comprehensive landscaping program that complies with the County's Drought-Tolerant Landscaping ordinance and provides landscape buffers along Placerita Canyon Road and SR-14.
- Provide a comprehensive oak tree planting program that complies with County requirements and exemplifies a high standard of restoration design, implementation, and maintenance.

- Locate proposed buildings and structures outside the 100-year floodplain and minimize effects on drainage patterns within the Ranch and Project vicinity.

Operational Objectives

- Consolidate indoor and outdoor production uses on a single site, allowing productions full access to the adjacent portions of the Ranch and its outdoor filming and filming sets.
- Provide for either twelve soundstages that allow for up to six first-year productions or eight soundstages with a studio office component that provide further flexibility to host up to two mature productions along with additional post-production facilities associated with those shows.
- Incorporate flexibility into the Project so studio office uses may be developed in lieu of four soundstages, two mills, and associated production offices in order to respond to evolving market conditions and production needs.
- Provide a secure environment consistent with the requirements of studio-related uses.

Transportation, Parking, Access and Transit Objectives

- Provide for convenient vehicular access to and from SR-14 to limit the amount of Project-related vehicles traveling along Placerita Canyon Road and other local roadways in the Project vicinity.
- Maintain adequate internal access within the Ranch to allow continuation of existing outdoor filming and agricultural operations.
- Functionally integrate the proposed development with other areas of the Ranch via a system of roads, shared bicycle access, and pedestrian pathways within the Development Area that connect to existing unpaved roadways within the Ranch.
- Provide adequate internal access within the Development Area to meet the needs of the proposed studio-related uses, including space requirements for production trailers and equipment.
- Provide adequate vehicular queuing areas and lines of sight at entrances and exits in the Development Area and the Ranch.
- Provide improvements that encourage alternative and fuel-efficient forms of transportation (e.g., bicycle storage areas, preferential parking for low-emission/fuel-efficient vehicles and carpools/vanpools, etc.).
- Promote use of recreation trails within the Project vicinity.

- Provide pedestrian and bicycle access throughout the Development Area to reduce unnecessary vehicular travel and promote non-motorized circulation within the Ranch.
- Provide on-site parking that meets the demand generated by the Project uses.

Sustainability Objectives

- Create an ecologically sound Project that implements a comprehensive program of resource protection, enhancement, and conservation and encourages recycling during both construction and operations.
- Promote sustainability, including measures to increase efficiency and the use of renewable resources while decreasing use of non-renewable energy.
- Use green building design and construction practices as well as new technologies to reduce the consumption of energy and water.
- Implement green building design and construction practices capable of achieving Leadership in Energy and Environmental Design (LEED™) certification and LEED™ Silver certification for many buildings within the Development Area. Specifically, the soundstages, production offices, and administration building would comply with the County's Green Building Standards and achieve LEED™ Silver Certification. The commissary would comply with the County's Green Building Standards and achieve LEED™ Certification. The writers/producers bungalows would comply with the County's Green Building Standards. While the mills and the warehouse are exempt from County Code Sections 22.52.2130.C.1 and 22.52.2130.D regarding energy conservation and third party rating systems, they would comply with the other applicable sections of the County's Green Building ordinance and achieve equivalency of LEED™ Certification. The substation and central utility plant would be exempt from the County's Green Building ordinance.
- Use drought-tolerant plant species, including native and non-native plants, for a minimum of 75 percent of total landscaping in compliance with the County's Drought Tolerant Landscaping ordinance in order to minimize water usage.
- Use planted areas and bio-swales to promote groundwater infiltration and reduce stormwater runoff.
- Promote the efficient use of water through incorporation of water conservation measures.

Economic Objectives

- Support the expansion of the entertainment industry both locally and regionally.

- Continue the Ranch's important role in the entertainment industry by providing for studio-related uses on the Ranch to meet the growing and changing needs of the entertainment industry.
- Expand the economic base of the County and City by generating additional employment opportunities and revenues.
- Provide jobs in a housing rich area.
- Create construction jobs and provide a boost to the local economy.

1.2 ENVIRONMENTAL IMPACT REPORT PROCESS

As defined in CEQA Guidelines Section 15050, the County of Los Angeles is the Lead Agency responsible for preparing the EIR for the Project. The County determined that preparation of an EIR was required for the Project after conducting preliminary review and preparing an Initial Study for the Project, dated January 4, 2010, in accordance with CEQA Guidelines Sections 15060 and 15063. In compliance with the CEQA Guidelines Section 15082, a Notice of Preparation (NOP) was issued on January 7, 2010 to the State Clearinghouse, various public agencies, and other interested parties for the required 30-day review and comment period. Additionally, a Scoping Meeting was held on January 21, 2010 at the William S. Hart Museum and Park to facilitate public review and comment on the Project. All NOP comments relating to the EIR were reviewed and the issues raised in those comments were considered in the preparation of the Draft EIR. The NOP including the Initial Study, the NOP comments received by the County, and the Scoping Meeting comments are contained in Appendix A of the Draft EIR.

The Draft EIR evaluated the following potentially significant environmental impacts of the Project: Geotechnical Hazards; Flood Hazards; Noise; Water Quality; Air Resources—Air Quality; Air Resources—Global Climate Change; Biological Resources; Cultural and Paleontological Resources; Agricultural and Forestry Resources; Visual Qualities; Traffic, Access, and Parking; Public Services—Law Enforcement; Public Services—Fire Protection; Utilities and Service Systems—Water Supply; Utility and Service Systems—Wastewater/Sewage Disposal; Utility and Service Systems—Solid Waste; Utility and Service Systems—Energy; Environmental Safety/Fire Hazards; Land Use; and Other Environmental Considerations, including Growth-Inducing and Change of Character impacts. The Draft EIR analyzed the project-related and cumulative effects of the Project on these topics and identified a variety of mitigation measures to minimize, substantially reduce, or avoid the potential adverse effects of the Project. The Draft EIR also analyzed a number of potential alternatives to the Project, including Alternative 1: No Project/No Build, Alternative 2: Development in Accordance with Existing Plans, Alternative 3: Reduced Program, and Alternative 4: Alternative Design with Reduced Program. The potential environmental impacts of each of these alternatives were discussed at the CEQA-prescribed level of detail and comparisons were made to the Project.

As discussed further in Section 2.0, below, the Initial Study determined the Project would result in a less than significant impact or no impact to the following environmental resource areas: (1) Mineral Resources; (2) Public Services—Education/Parks/Libraries; and (3) Population/Housing/Employment/Recreation.

After conducting its own internal departmental review and analysis of the Project through the screencheck process, the Draft EIR was submitted to the State Clearinghouse/Governor's Office of Planning and Research, and circulated for a 45-day public review period as required by CEQA Guidelines Section 15105 from May 4, 2012 to June 18, 2012. During that review period, a public hearing was held by the County of Los Angeles Hearing Examiner on June 4, 2012 at William S. Hart Museum and Park, and public testimony was taken. At this hearing, twenty members of the public testified regarding the Project.

The Notice of Completion and Availability of the Draft EIR and Notice of Hearing Examiner Public Hearing was published in *The Signal* and *La Opinion* newspapers and electronically posted on the County Department of Regional Planning website. A public hearing notice for the Hearing Examiner hearing was sent to property owners within a 1000-foot radius of the Project site, to known interested individuals and organizations, and to two local libraries. The public hearing notice for the Hearing Examiner hearing was also posted on the Ranch at multiple locations along Placerita Canyon Road. The Draft EIR and the associated technical appendices were made available on the County's website at <http://planning.lacounty.gov/case/all> (listed under Vesting Tentative Tract Map No. 071216) and at the libraries listed below:

Castaic Library
27971 Sloan Canyon Road
Castaic, CA 91384

Newhall Library¹
22704 W. 9th Street
Newhall, CA 91321

Canyon Country Jo Anne Darcy Library
18601 Soledad Canyon Road
Santa Clarita, CA 91351

Valencia Library
23743 W. Valencia Blvd.
Santa Clarita, CA 91355

Copies of the Draft EIR were also available for public review Monday through Thursday, 7:30 a.m. to 5:30 p.m. at: Los Angeles County Department of Regional Planning, Special Projects Section, Room 1362, 320 West Temple Street; Los Angeles, California 90012.

The June 2013 Final EIR, which contains written responses to the sixty comment letters received during the 45-day comment period, written responses to seven comment letters received after the 45-day comment period, and written responses to oral testimony, was completed and submitted to the State Clearinghouse/Governor's Office of Planning and Research, and distributed on June 7, 2013. Distribution of the Final EIR entailed providing copies of the Final EIR to public agencies and organizations that received and/or commented on the Draft EIR, and notifying individuals who commented on the Draft EIR of the Final EIR availability. The Final EIR was made available to the public on the County's website, at the Department of Regional Planning, and at the four public libraries, indicated above, which are located in the vicinity of the Project area. The Final EIR was prepared and distributed in accordance with CEQA Guidelines Section 15088(b), which requires that written responses be provided at least 10 days prior to certifying an environmental impact report.

¹¹ Since the Hearing Examiner hearing, the library was renamed Old Town Newhall Library and was relocated to 24500 Main Street, Santa Clarita, California 91321.

On June 19, 2013, the County of Los Angeles Regional Planning Commission (Commission) held a duly noticed public hearing regarding the Project. Commissioners Louie, Valadez, Helsley, Pedersen, and Modugno were present. The Applicant's representatives, Richard Ballering and Adam Gilbert, presented testimony in favor of the request and answered questions presented by the Commission. Testimony was heard from twelve additional members of the public, including 10 in favor and two with concerns, followed by the Applicant's rebuttal. After hearing public testimony, the Commission closed the public hearing and certified the Final EIR; adopted the MMRP and CEQA Findings and SOC's; approved Vesting Tentative Tract Map No. 071216, the Conditional Use Permit No. 200900126, the Oak Tree Permit No. 200900041, and the Parking Permit No. 201000002, with findings and conditions of approval; adopted resolutions recommending the Board to approve the Plan Amendment No. 200900010 and the Zone Change No. 200900012; and directed staff to make modifications as follows: 1) for Department of Public Works to work with the Applicant in designing debris basins with minimal impacts to the oak trees and investigate use of underground cisterns as an alternative; and 2) that water be available for horses at the trail head staging area.

The Board finds the Project does not require recirculation under CEQA (Public Resources Code Section 21092.1, CEQA Guidelines Section 15088.5). CEQA Guidelines Section 15088.5 requires recirculation of an EIR prior to certification of the Final EIR when "significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review." As described in CEQA Guidelines Section 15088.5:

New information is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it;
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

In addition, CEQA Guidelines Section 15088.5(b) provides "recirculation is not required where the new information added to the EIR merely clarifies and amplifies or makes insignificant modifications in an adequate EIR."

The Board makes the following findings:

1. None of the public comments submitted to the County regarding the Draft EIR and the June 2013 Final EIR, including public statements and comments made at the Hearing Examiner hearing, the Regional Planning Commission hearing, and the Board hearing, or responses to comments present any significant new information that would require the EIR to be re-circulated for additional public review.
2. No new significant environmental impacts would result from new or modified mitigation measures proposed to be implemented.
3. The Draft EIR adequately analyzed project alternatives and there are no feasible project alternatives or mitigation measures considerably different from others previously analyzed that would clearly lessen the significant environmental impacts of the project.
4. The Draft EIR was not fundamentally and basically inadequate and conclusory in nature and did not preclude meaningful public review and comment.
5. Any new information in the June 2013 Final EIR has been provided merely to clarify or amplify information in the Draft EIR. The new information does not reveal that the Project would cause significant new impacts not previously identified in the Draft EIR.

1.3 PROJECT FINDINGS INTRODUCTION

The Findings made by the County, pursuant to CEQA Section 21081 and CEQA Guidelines Section 15091, upon consideration of the Disney | ABC Studios at The Ranch Project in unincorporated Los Angeles County, California are presented below. All significant impacts of the Project identified in the Final EIR are included herein and are organized according to the resources (environmental topics) affected.

The Findings in this document are for the Disney |ABC Studios at The Ranch Project and are supported by information and analysis from the Final EIR, which includes the Draft EIR, and other evidence in the administrative record. For each significant impact, a Finding has been made as to one or more of the following, in accordance with CEQA Section 21081 and CEQA Guidelines Section 15091:

1. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.
2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

A narrative of supporting facts follows each Finding. Whenever Finding “3” is made, the County has determined there will be, even after mitigation, an unavoidable significant level of impact due to the Project, and sufficient mitigation is not feasible to reduce the impact to a less than significant level. Such impacts are always specifically identified in the supporting discussions. The Statement of Overriding Considerations applies to all such unavoidable significant impacts, as required by CEQA Section 21081 and CEQA Guidelines Sections 15092 and 15093.

SECTION 2.0

ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT IN THE INITIAL STUDY

The County prepared and circulated for public review an Initial Study for the Project dated January 4, 2010, which determined that the following environmental topics would have a less than significant impact or no impact and thus did not warrant further study in the Draft EIR, and no mitigation measures would be necessary. These Findings summarize the specific environmental topics and the rationale to not study them further in the Draft EIR.

2.1 MINERAL RESOURCES

Mineral resources (and related mining activities) are present in the area surrounding the Ranch, most notably in the area west of SR-14. However, the Development Area does not contain any known mineral resources. In addition, the Project would not affect the continued oil production activities that occur within the southwest corner of the Ranch south of Placerita Canyon Road or in the general site vicinity. No impacts to mineral resources would occur.

2.2 PUBLIC SERVICES—EDUCATION/ PARKS/ LIBRARIES

The Project does not propose any residential development that could create any of the following: capacity problems at the district level, capacity problems at individual schools, or direct demand for student transportation. In addition, the Project does not propose any residential development that could generate direct demand for parks or libraries. No impacts related to education, parks or libraries would occur.

2.3 POPULATION/HOUSING/EMPLOYMENT/RECREATION

The Project does not propose any housing which would increase the regional or local population. In addition, the Project would not displace existing housing as the structure in the western portion of the Ranch to be removed is uninhabited and the Ranch foreman's mobile home would be relocated to another portion of the Ranch.

The Project would create new jobs in the area. The number of employees associated with the Project would vary based on filming schedules and demand, with up to 1,240 persons associated with Development Area activities potentially present each day, for a total of up to 1,840 persons potentially present on the Ranch on a daily basis.

Project-generated employment growth would not exceed the established SCAG regional forecast for the County or the local area. Therefore, the Project would not foster economic or population growth in the surrounding area that would exceed current projections. In addition, any employees that would relocate to the local area as a result of gaining employment at the Project site would have access to a variety of housing types in an area of the County that is housing rich and, thus, would not generate a demand for housing that would exceed existing forecasts. The Project does not propose residential uses that would require new or expanded recreational facilities. However, the Applicant would dedicate a variable width 12- to 20-foot wide easement for a proposed trail, referred to as the Placerita Canyon Connector Trail, which would be constructed on the Ranch

south of Placerita Canyon Road as a public, multi-use trail for hiking, mountain-biking, and equestrian use, and which would increase recreational opportunities for the public.

SECTION 3.0

ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT OR FOUND TO BE LESS THAN SIGNIFICANT AFTER MITIGATION

All Final EIR project design features and mitigation measures, as set forth in the Mitigation Monitoring and Reporting Program (provided as Attachment A to these findings), have been incorporated by reference into the conditions of approval for the Project. These project design features, mitigation measures, and conditions of approval will result in the substantial mitigation of the effects of the Project such that the effects are not significant or have been mitigated to a less than significant level of most environmental resource areas analyzed. Unless otherwise noted, text references in the text below to “Project site” include both the on-site and off-site Project components.

The Board has determined, based on the Final EIR, the project design features, mitigation measures, and/or conditions of approval will reduce Project impacts to a less than significant level for the following environmental resources areas: Geotechnical Hazards; Flood Hazards; Noise (except short-term off-site construction impacts); Water Quality; Air Resources–Air Quality (except short-term construction regional impacts for VOCs and NO_x); Air Resources–Global Climate Change; Biological Resources; Cultural and Paleontological Resources; Agricultural and Forestry Resources; Visual Qualities; Traffic, Access, and Parking; Public Services–Law Enforcement; Public Services–Fire Protection; Utilities and Service Systems–Water Supply; Utilities and Service Systems–Wastewater/Sewage Disposal; Utilities and Service Systems–Solid Waste; Utilities and Service Systems–Energy; Environmental Safety/Fire Hazards; and Land Use.

3.1 GEOTECHNICAL HAZARDS

Potential Effect

Based on the evaluation of the following summary list of issues addressed by the significance thresholds, the Project was determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold issue:

- (a) Surface Fault Rupture (Less than Significant Impact with Mitigation)
- (b) Seismic Groundshaking (Less than Significant Impact with Mitigation)
- (c) Liquefaction (Less than Significant Impact with Mitigation)
- (d) Landslides (Less than Significant Impact with Mitigation)
- (e) Lateral Spreading (Less than Significant Impact with Mitigation)
- (f) Subsidence (Less than Significant Impact)
- (g) Sedimentation and Erosion (Less than Significant Impact)

- (h) Expansive Soils and Differential Seismic-Settlement (Less than Significant Impact with Mitigation)
- (i) Soils and On-Site Wastewater Treatment Systems (Less than Significant Impact)
- (j) Hillside Management and Slope Alteration (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment as identified in the Final EIR.

Facts Supporting Finding

The Draft EIR analyzed potential impacts regarding geotechnical hazards in Section V.A, Geotechnical Hazards, of the Draft EIR and the Preliminary Geotechnical Investigation for Disney | ABC Studios at The Ranch and the Preliminary Geotechnical Investigation for Vesting Tentative Tract Map No. 71216, provided in Appendices B.1 and B.2, respectively, of the Draft EIR, which are incorporated by reference herein.

- (a) Surface Fault Rupture, (b) Seismic Groundshaking (Less Than Significant Impact With Mitigation).**

No lineaments suggestive of surficial faulting were identified as passing through the Project site. However, the Project site is located in the vicinity of potentially active faults, including the Whitney fault, which crosses through the Development Area, and the San Gabriel fault, which is located approximately 0.75 miles north of the Project site, and therefore the potential exists for surface fault rupture and seismic groundshaking. With implementation of mitigation measures MM A-1 through MM A-3, potential impacts regarding fault rupture and seismic groundshaking would be reduced to a less than significant level.

- (c) Liquefaction, (e) Lateral Spreading (Less Than Significant Impact With Mitigation).**

Much of the Project site is located within a liquefaction zone and the existing fill pads on the Project site may be underlain by liquefiable soils. Thus, the potential exists for liquefaction and lateral spreading to occur in the Project site, which could represent a potentially significant impact. However, the majority of the proposed structures would be supported on pile foundations or reinforced with seismic-tolerant connections in order to reduce impacts for potential seismic-settlement hazards due to liquefaction. Design features, such as soil improvement through overexcavation and recompaction of susceptible soils, would also be implemented as part of the Project. With implementation of mitigation measures MM A-1 through MM A-3, impacts would be reduced to a less than significant level.

(d) Landslides (Less Than Significant Impact With Mitigation).

With the exception of relatively steep slopes within the northern portion of the Development Area, Water Tank Area, and the Trail Area, the natural slopes within much of the area proposed for new development within the Project site are relatively flat, and no evidence of pre-existing slope instability was encountered. Furthermore, the Seismic Hazards Zone Maps indicate the Project site does not lie within an area designated as prone to future earthquake-induced landslides or in an area of previous landslide occurrence. With implementation of mitigation measures MM A-1 through MM A-3, impacts would be reduced to a less than significant level.

(f) Subsidence (Less Than Significant Impact).

Significant quantities of water or petroleum are not being and have not been historically extracted beneath the Development Area and the remainder of the Ranch. With compliance with regulatory requirements and recommendations set forth in the Geotechnical Reports, subsidence is not anticipated to pose a significant hazard to the Project, and impacts due to subsidence would be less than significant.

(g) Sedimentation and Erosion (Less Than Significant Impact).

Potentially significant impacts related to sedimentation and erosion could occur as a result of exposed soils during Project construction and from vegetated areas during Project operations. However, construction activities would occur in accordance with erosion control requirements imposed by the County pursuant to grading permit regulations and in accordance with National Pollutant Discharge Elimination System (NPDES) permit requirements, including implementation of a Storm Water Pollution Prevention Plan (SWPPP), and the Project would have a Standard Urban Stormwater Mitigation Plan (SUSMP) in place during the operational life of the Project. Further, the Project's increases in streambed elevation from hydromodification to Placerita Creek would not impact the creek's capacity as all runoff would be contained within the natural channel. With implementation of project design features PDF A-1 through PDF A-3, the Project's potential impacts due to sedimentation and erosion would be less than significant.

(h) Expansive Soils and Differential Seismic-Settlement (Less Than Significant Impact With Mitigation).

There is some possibility that expansive clayey soils are located within Placerita Creek and its floodplain. However, where detrimental expansive clayey soils are encountered within the Project site, overexcavation to a level below the bottom of the proposed building footings and recompaction as engineered fill would be performed. With implementation of mitigation measures MM A-1 through MM A-3, impacts would be reduced to a less than significant level.

(i) Soils and On-Site Wastewater Treatment Systems (Less Than Significant Impact)

The Project would remove the existing septic tank that services the Ranch foreman's mobile home and relocate the mobile home and install a new septic tank at one of two potential sites (i.e., one of the Potential Mobile Home Relocation Areas). Upon compliance with Los Angeles County Department of Public Health Environmental Protection Bureau conditions, as required by mitigation measures MM D-1 and MM D-2, the new septic system would be installed in

accordance with conditions that ensure the system would be adequately supported by soils. The off-site wastewater improvements would not include septic tanks or alternative wastewater disposal systems. Impacts from on-site waste water treatment systems would be less than significant.

(j) Hillside Management and Slope Alteration (Less than Significant Impact)

Some of the Project's earthwork activities would occur within areas designated as Hillside Management (HM) that have slopes of 25 percent or greater. All earthwork activities associated with the grading and export of soil would occur in accordance with County requirements. The majority of the Off-Site Infrastructure Improvement Areas is located in the City of Santa Clarita, and therefore is not subject to the County's Hillside Management Area ordinance. Any off-site improvements occurring within the County's jurisdiction (e.g., potential replacement power poles and roadway intersection improvements along Placerita Canyon Road) would comply with the Hillside Management Area Ordinance, as applicable. Impacts regarding Hillside Management and Slope Alteration would be less than significant.

In conclusion, the Board finds, based on substantial evidence in the record, potentially significant geologic, soils, and geotechnical impacts of the Disney | ABC Studios at The Ranch Project would be reduced to less than significant levels by implementation of the following project design features and mitigation measures:

PDF A-1: The Applicant shall implement appropriate erosion control and drainage devices as specified in the Project's Stormwater Pollution Prevention Plan and Standard Urban Stormwater Mitigation Plan.

PDF A-2: Excavation and grading activities shall be scheduled during dry weather periods to the extent feasible. If grading occurs during the rainy season (October 15 through April 1), appropriate erosion control measures shall be implemented in accordance with the approved Wet Weather Erosion Control Plan.

PDF A-3: Stockpiled soil shall be covered with secured tarps or plastic sheeting or sprayed with a soil stabilizer when not in active use.

MM A-1: Prior to the issuance of a grading permit(s), the Applicant shall submit to the County of Los Angeles Department of Public Works for review and approval a final Geotechnical Investigation Report based on final Project designs prepared by a registered civil engineer and certified engineering geologist, in compliance with the County's codes and policies, including GS051.0 and GS063.0 of the County of Los Angeles Department of Public Works Manual for Preparation of Geotechnical Reports, and consistent with the Preliminary Geotechnical Investigation Reports contained in Appendices B.1 and B.2 of the Draft EIR.

MM A-2: Project design and construction shall comply with all applicable building codes and standards, including those established by the California Geological Survey's "Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication No. 117;" the Uniform Building Code as adopted by the County of Los Angeles; State and County laws,

ordinances and Code requirements; and the recommendations set forth in the final Geotechnical Investigation Report.

MM A-3: Prior to issuance of a grading permit, the Applicant shall submit a grading plan to the County of Los Angeles Department of Public Works for verification of compliance with County codes and policies.

3.2 FLOOD HAZARDS

Potential Effect

Based on the evaluation of the following summary list of issues addressed by the significance thresholds, the Project was determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold issue:

- (a) Hydrology and Drainage—Construction and Operation (Less than Significant Impact)
- (b) Flooding—Construction and Operation (Less than Significant Impact)
- (c) Levee or Dam Failure, Seiche, Tsunami, and Mudflows (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment, as identified in the Final EIR.

Facts Supporting Finding

The Draft EIR analyzed potential impacts regarding flood hazards in Section V.B, Flood Hazards, of the Draft EIR and the Drainage Concept/SUSMP/LID Plan (Drainage Concept), provided in Appendix C of the Draft EIR, which are incorporated by reference herein.

- (a) **Hydrology and Drainage—Construction and Operation (Less Than Significant Impact).**

Project grading activities would alter the topography of the on-site areas and may have the potential to cause short-term erosion. A SWPPP would be implemented, along with various best management practices (BMPs) to provide for temporary storm water management. Additionally, steps would be taken during construction to stabilize the slopes within Placerita Creek. While the volume and rate of storm water runoff generated from the Project would be expected to increase due to the increase in imperviousness, the proposed drainage system would be designed so as to maintain historic drainage patterns and peak flow rates. The preliminary Drainage Concept/LID Plan/SUSMP Plan was conceptually approved by the County of Los Angeles Department of Public Works (LACDPW) on August 22, 2011. A final Hydrology and Hydraulic Study based on the final Project design in compliance with County codes and LACDPW policies will be submitted to the LACDPW for review and approval. On-site construction impacts to hydrology and drainage

would be less than significant. Nonetheless, mitigation measures MM B-1 and MM B-2 are proposed to ensure impacts remain less than significant.

Construction of the Off-Site Infrastructure Improvement Areas would occur on mostly flat, previously disturbed areas and these activities would progress quickly, particularly for construction of water and sewer lines. Following installation, existing conditions would be restored, resulting in a negligible change in finished grades and thus the topography of these areas would not be altered nor would short-term erosion result. Relative to the proposed roadway improvements, appropriate drainage infrastructure would be provided in order to maintain drainage patterns and flow rates. For each of the off-site improvements, a SWPPP would be implemented to provide for temporary stormwater management for these areas. Therefore, less than significant impacts would result in the Off-Site Infrastructure Improvement Areas.

With respect to long-term operations, the volume and rate of storm water runoff generated from the Project would be expected to increase due to the increase in imperviousness. However, the proposed on-site drainage system would be designed and sized to ensure that post-development peak flow rates would not exceed pre-development peak flow rates, while maintaining existing drainage patterns, as indicated in PDF B-1 and PDF B-2. Therefore, no significant impacts would result.

There would be no change in drainage patterns associated with the Off-Site Infrastructure Improvement Areas since the improvements would be located primarily on previously disturbed areas and would not affect stormwater flows or infiltration of stormwater to groundwater. Therefore, no impacts would result in the Off-Site Infrastructure Improvement Areas. Nonetheless, Project design features are proposed to ensure that impacts remain less than significant.

(b) Flooding—Construction and Operation (Less Than Significant Impact).

Project grading within the Development Area would alter the floodplain boundary to ensure all new buildings would be located outside of the 100-year flood zone. The Applicant would obtain a Conditional Letter of Map Revision (CLOMR) from the Federal Emergency Management Agency (FEMA) for the proposed change to Zone A (the 100-year flood zone), which would be provided to the satisfaction of LACDPW pursuant to conditions of approval of the vesting tentative tract map and the conditional use permit. Following Project grading, the portion of the floodplain located within the Development Area would be generally contained within Placerita Creek. A portion of the northern Conditional Parking Area would be within the 100-year flood zone, while all but the northernmost tip of the southern Conditional Parking Area would be outside the proposed 100-year flood zone; both lots would be located outside the County floodway, in accordance with LACDPW requirements. A floodway map revision would also be required for proposed alteration to the County-adopted floodplain and floodway. The Potential Mobile Home Relocation Areas, Water Tank Area, and Trail Area would not be located within the current or proposed 100-year flood zone. A portion of the Off-Site Infrastructure Improvement Areas, generally corresponding to Placerita Creek, falls within Flood Zone A. However, due to the temporary nature and timing of the off-site construction activities, it is not anticipated the Project would create a significant flood hazard due to off-site construction activities. Further, Project construction would not subject any adjacent properties to flooding since all floodplain changes would occur within the Ranch, with no effect on downstream floodplain contours. New on-site

storm drain facilities would be constructed to support the development and would be in place and functioning as development progresses to serve their respective drainages. Therefore, no significant flood impacts would result during Project construction or operation.

Following Project grading, no structures would be placed within the 100-year floodplain. Therefore, no significant on-site impacts associated with flooding would result from buildout of the Project.

With respect to downstream flooding, impacts would be less than significant since the Project's drainage systems for the conveyance of surface flows would ensure post-development peak flow rates would not exceed pre-development peak flow rates. Additionally, increases in streambed elevation associated with hydromodification to Placerita Creek would not impact the creek's capacity. Therefore, no significant impacts associated with hydromodification or associated downstream flooding would result.

There would be no change in drainage patterns associated with the Off-Site Infrastructure Improvement Areas. In the event Alternative B for the off-site water line alignment is implemented, the associated water booster pump would either be placed in a location outside of the limits of FEMA Zone A and the County adopted floodplain, or the finished grade of that location would be raised to elevate the structure outside of the floodplain. Therefore, no impacts associated with flooding would occur.

(c) Levee or Dam Failure, Seiche, Tsunami, and Mudflows (Less Than Significant Impact).

There are no major levees or dams near the Ranch that could expose people or structures to a significant risk of loss associated with flooding due to structure failure. The Project site is not located near any body of water large enough to potentially create seiches during seismic activity, nor is the Pacific Ocean close enough to pose a tsunami risk. With regard to the potential for mudflows, the Project vicinity may be subject to inundation by mudflows due to the existing topography. However, the two debris basins proposed in the southern portion of the Development Area would be designed and sized to accommodate both surface water and debris flows generated on the hillsides immediately south of Placerita Canyon Road. The basin capacities would be more than sufficient for the projected volume of debris. As a result, impacts related to mudflows would be less than significant.

In conclusion, the Board finds, based on substantial evidence in the record, potentially significant flood hazard impacts of the Disney | ABC Studios at The Ranch Project would be reduced to less than significant levels by implementation of the following project design features and mitigation measures:

PDF B-1: The Project's storm drain system shall be designed and sized to ensure that post-development peak flow rates will not exceed pre-development peak flow rates to prevent off-site downstream flooding caused by the Project.

PDF B-2: Flows from on- and off-site drainage systems shall be routed to the same creek outlets so as to minimize the number of outlets and disturbance to the Placerita Creek banks.

PDF B-3: In compliance with County of Los Angeles Department of Public Works requirements, a variety of construction best management practices shall be specified in the Project's Stormwater Pollution Prevention Plan and implemented during construction.

In compliance with County of Los Angeles Department of Public Works requirements, a variety of operational best management practices shall be depicted in the Project's Standard Urban Stormwater Mitigation Plan, specified on improvement plans, and constructed to allow infiltration and treat stormwater runoff.

MM B-1: Prior to the issuance of a grading permit, the Applicant shall submit to the County of Los Angeles Department of Public Works for review and approval the final Hydrology and Hydraulic Study based on final Project designs in compliance with the County's codes and policies, including the County of Los Angeles Department of Public Works Hydraulic Design Manual, Sedimentation Manual, Low Impact Development Standards Manual, and consistent with the approved Drainage Concept/LID Plan/SUSMP Plan contained in Appendix C of the Draft EIR. The final Hydrology and Hydraulic Study shall demonstrate that relevant Project impacts remain less than significant.

MM B-2: Project design and construction shall comply with applicable County codes and policies and the final Hydrology and Hydraulic Study.

3.3 NOISE (EXCEPT SHORT-TERM OFF-SITE CONSTRUCTION IMPACTS)

Potential Effect

Based on the evaluation of the following summary list of issues addressed by the significance thresholds, the Project was determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold issue:

- (a) On-Site Impacts—Construction (Less than Significant Impact); On-Site Impacts—Operation (Less than Significant Impact with Mitigation)
- (b) Off-Site Impacts—Construction of Roadway Improvements (Less Than Significant Impact; Off-Site Impacts—Operation (Less than Significant Impact with Mitigation)
- (c) Vibration (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment as identified in the Final EIR.

Facts Supporting Finding

The Draft EIR analyzed potential impacts regarding noise in Section V.C, Noise, of the Draft EIR and the Noise Calculation Worksheets, located in Appendix D of the Draft EIR, which are incorporated by reference herein. Furthermore, a supplemental analysis of the Project's impacts

relative to existing (2010) conditions was conducted based on the decision in *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* (2010) 190 Cal.App.4th 1351, located in Appendix M of the Draft EIR, which is incorporated by reference herein.

(a) On-Site Impacts—Construction (Less Than Significant Impact); On-Site Impacts—Operation (Less Than Significant Impact With Mitigation).

The noise levels generated by on-site construction activities at all off-site sensitive receptors would be below the significance threshold and existing ambient noise levels. The short-term intermittent maximum noise levels from pile driving at receptor R2, the closest receptor to the proposed construction activities on the Ranch, would also be less than the 60 dBA threshold and would be similar to existing daytime ambient noise levels at receptor R2. Noise impacts associated with on-site construction activities would be less than significant. Additionally, noise associated with construction of the trail (which would occur during a different timeframe than the Project's earthwork within the other areas of the Ranch) would be below the significance threshold, and impacts would be less than significant. Nevertheless, the Project would implement project design features PDF C-1 and PDF C-2 and mitigation measures MM C-1 and MM C-2 to ensure impacts remain less than significant.

Delivery/haul trucks and construction workers would require access to the Development Area during various construction stages. Construction trucks would generally enter/leave the site via Placerita Canyon Road to access SR-14. The nearest noise sensitive receptor to the Ranch portions of the Project site is receptor R2, which is approximately 2,000 feet from the haul route. The haul trucks noise at receptor R2 would be approximately 37 dBA (hourly Leq), which would be well below the existing daytime ambient noise level of 55 dBA (hourly Leq) at this receptor location. Thus, potential impacts associated with construction traffic noise at off-site receptors in the Ranch vicinity would be less than significant.

Residential uses located outside of the Project vicinity along SR-14 have the potential to be exposed to noise from Project-related haul trucks traveling on the freeway. When accounting for the existing traffic volumes on SR-14, the Project-related haul trucks along SR-14 would result in an increase of less than 1 dBA (hourly Leq) at the residential uses along SR-14. Therefore, daytime noise impacts associated with Project-related off-site construction traffic outside of the Project vicinity would be less than significant.

Construction of the Project may include nighttime hauling for soil export activities, which would reduce the overall duration of the earthwork phase by up to two months. The haul truck noise contribution at receptor R2 would be approximately 38 dBA (hourly Leq), which would be well below the lowest nighttime ambient noise level of 49 dBA (hourly Leq), as measured between 2:00 and 3:00 A.M. at this location. Based on the resulting noise increase of less than 0.5 dBA at Receptor R2, the haul truck traffic noise activities would comply with the Noise ordinance and impacts would be less than significant. Nighttime impacts to residential uses located outside of the Project vicinity due to haul truck travel along SR-14 would be the same as daytime impacts and would be less than significant. As such, noise impacts from potential nighttime hauling activities would be less than significant.

Operational noise levels from each of the noise-generating uses within the Ranch portions of the Project site, including the electrical substation, the soundstages and mills, parking uses, loading dock facilities and trash compactors, would be below existing ambient noise levels at the nearest sensitive receptor (R2), due to the provision of appropriate project design features and/or sound attenuation due to distance. In compliance with Code requirements, implementation of mitigation measure MM C-4 would ensure that the central utility plant would be designed and constructed such that exterior noise levels would not exceed 82 dBA at a distance of 50 feet in order to meet the existing nighttime ambient noise level of 49 dBA at receptor R2. With implementation of project design features PDF C-3 and PDF C-4 and mitigation measure MM C-4, impacts associated with the operation of on-site facilities would be less than significant. Additionally, the composite noise level (all Project-related noise sources) at the nearest sensitive receptor (R2) would meet the County's noise standard. As such, composite noise impacts associated with operation of the Project would be less than significant.

With respect to off-site traffic noise associated with on-site operations, Project-related traffic would increase the traffic volumes along the analyzed roadway segments when compared with future conditions without the Project. The incremental change in Project-related traffic noise level would be below both the 3 dBA (CNEL) and 5 dBA (CNEL) "substantial noise increase" significance thresholds. Therefore, off-site traffic noise impacts due to the Project would be less than significant.

(b) Off-Site Impacts—Construction of Roadway Improvements (Less Than Significant Impact); Off-Site Impacts—Operation (Less Than Significant Impact With Mitigation).

Construction noise levels associated with the off-site roadway improvements are estimated to be a maximum of 48 dBA (Leq) at the nearest receptor R2, and less at more distant receptors. This estimated noise level would be below the significance threshold of 60 dBA (for construction activities lasting more than 10 days) and below the lowest measured daytime ambient noise level at R2 of 55 dBA (Leq). When added to the existing ambient noise level of 55 dBA, the estimated construction noise would result in a maximum increase of 0.8 dBA. Therefore, noise impacts associated with construction of the proposed roadway infrastructure improvements would be less than significant during daytime hours. Based on nighttime construction (since three of the four intersections are located within Caltrans' jurisdiction), the resulting estimated construction noise level of 48 dBA (Leq) at receptor R2 generated by the construction activities would be below the County's nighttime noise standard for stationary equipment (i.e., for activities lasting more than 10 days) of 50 dBA. In addition, when added to the existing nighttime ambient noise level, the estimated construction noise would result in a maximum increase of 2.5 dBA during nighttime hours, which would not constitute a substantial permanent increase (i.e., 3 dBA). As such, noise impacts associated with nighttime construction of the proposed roadway infrastructure improvements would also be less than significant.

The majority of the Off-Site Infrastructure Improvements would not result in operational noise as the improvements are not associated with any noise-producing uses. In addition, the off-site roadway intersection improvements would not represent a change in use from existing conditions. With implementation of mitigation measure MM C-5, the booster pump station would be designed so as to not exceed 55 dBA at a distance of 50 feet (assuming that the booster pump station is

located approximately 150 from the nearest residence). Implementation of mitigation measure MM C-5 would ensure that potential impacts associated with operation of the booster pump station would be less than significant.

(c) Vibration (Less Than Significant Impact).

The nearest off-site structure, the SR-14 overpass, would be exposed to a maximum vibration level of 0.067 inch per second peak particle velocity (PPV) during the Project's pile driving activities. The nearest off-site residential receptors would be exposed to a maximum vibration level of 0.002 inch per second (PPV). These vibration values are below the 0.2 and 0.5 inch per second (PPV) significance thresholds. Therefore, vibration impacts associated with the Project's on-site construction would be less than significant.

With respect to the off-site utility improvements, there are residential buildings located approximately 25 feet from proposed construction activities. Construction of these improvements would generate vibration levels of up to 0.089 inch per second (PPV) at a 25-foot distance. The estimated vibration levels would be below the 0.2 inch per second (PPV) significance threshold. Thus, such impacts would be less than significant.

Project operations would include typical commercial-grade stationary mechanical and electrical equipment which would produce vibration, in addition to transient vibration from passenger vehicular circulation. Since the nearest off-site residential uses (R2) is approximately 2,400 from the Development Area, the potential vibration impacts from all Project sources would be below the significance threshold of 0.01 inches per second root-mean-square (RMS) velocity for perceptibility. As such, vibration impacts associated with operation of the Project would be below the significance threshold and vibration impacts during operation would be less than significant.

Implementation of the Off-Site Infrastructure Improvements Areas would not result in noticeable vibration levels. Therefore, no impacts would result.

In conclusion, the Board finds, based on substantial evidence in the record, potentially significant noise impacts of the Disney | ABC Studios at The Ranch Project would be reduced to less than significant levels by implementation of the following project design features and mitigation measures:

PDF C-1: The majority of Project construction-related truck trips shall be scheduled outside of the A.M. peak (7:00 A.M. to 9:00 A.M.) and P.M. peak (4:00 P.M. to 6:00 P.M.) traffic hours.

PDF C-2: To expedite soil export activities, a second work shift from approximately 7:00 or 8:00 P.M. to approximately 2:00 or 3:00 A.M. may occur if appropriate permits/exemptions are granted. Activities scheduled during this night shift shall be limited to loading trucks with soil and hauling and Applicant shall ensure no noise disturbance at any residential property line would occur due to these night shift activities.

PDF C-3: Building mechanical/electrical equipment shall be designed to meet the noise limit requirements of Los Angeles County Code, Chapter 12.08—Noise Control and the City of Santa Clarita Municipal Code Section 11.44.040, as applicable.

PDF C-4: Mechanical equipment buildings (e.g., the central plant) shall be designed to meet the noise limit requirements of Los Angeles County Code, Chapter 12.08—Noise Control.

MM C-1: With the exception of short-term nighttime hauling activities during the grading phase (if an exemption is obtained from the County Engineer, as applicable) and work by Caltrans and Southern California Edison, exterior noise-generating construction activities shall be limited to Monday through Friday from 7:00 A.M. to 7:00 P.M., and from 8:00 A.M. to 6:00 P.M. on Saturdays. No construction activities shall occur on Sundays or any legal holidays.

MM C-2: Power construction equipment shall be equipped with noise shielding and muffling devices. All equipment shall be properly maintained in accordance with manufacturers' specifications to assure that no additional noise, due to worn or improperly maintained parts is generated.

MM C-4: The central utility plant shall be designed and constructed such that exterior noise levels do not exceed 82 dBA at a distance of 50 feet from the utility plant in compliance with County noise standards.

MM C-5: The booster pump station associated with the water infrastructure improvements shall be designed and constructed such that noise levels at the nearest residential receptor do not exceed the City of Santa Clarita's ambient noise limits of 55 dBA during nighttime hours (between 10:00 P.M. and 7:00 A.M.) and 65 dBA during daytime hours (between 7:00 A.M. and 10:00 P.M.) or the lowest measured ambient noise level.

3.4 WATER QUALITY

Potential Effect

Based on the evaluation of the following summary list of issues addressed by the significance thresholds, the Project was determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold issue:

- (a) Water Quality—Construction and Operation (Less than Significant Impact)
- (b) Los Angeles County Low Impact Development Ordinance (No Impact)
- (c) On-Site Wastewater Treatment Systems (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment as identified in the Final EIR.

Facts Supporting Finding

The Draft EIR analyzed potential impacts regarding water quality in Section V.D, Water Quality, of the Draft EIR and the Drainage Concept/SUSMP/LID Plan (Drainage Concept), provided in Appendix C of the Draft EIR, which are incorporated by reference herein.

(a) Water Quality—Construction and Operation (Less Than Significant Impact)

Construction activities could potentially contribute to pollutant loading in stormwater runoff. However, the Project would be required to obtain coverage under the Construction General Permit and would prepare and implement a site-specific SWPPP, which would specify BMPs to be used during construction. Additionally, the County would monitor compliance with these requirements as part of the project approval process. As such, impacts to surface water quality associated with Project construction would be less than significant. Nevertheless, the Project would implement project design feature PDF D-1 to ensure impacts remain less than significant.

The Off-Site Infrastructure Improvements would involve temporary trenching within roadways and minimal excavation, as well as grading associated with the proposed roadway improvements, which could generate stormwater pollutants. However, with compliance with NPDES and County requirements, impacts to surface water quality associated with construction in the Off-Site Infrastructure Improvement Areas would be less than significant.

During operation, stormwater runoff from the Project site would have the potential to contribute oil and grease, suspended solids, metals, gasoline, pesticides, and pathogens to the stormwater conveyance system. The addition of impervious surface area and the associated increase in peak runoff volumes could also contribute to a potentially adverse impact on surface water quality. Implementation of the SUSMP measures would ensure the quality of stormwater runoff leaving the on-site areas would meet all regulatory standards and would maintain the beneficial uses of Placerita Creek and its downstream waters. The County, as part of its project approval and construction practice, would monitor compliance with these requirements. As such, no significant impact on water quality is anticipated due to long-term operation of the Project. Nevertheless, the Project would implement project design feature PDF D-2 to ensure impacts remain less than significant.

With respect to the Off-Site Infrastructure Improvements, the water and sewer improvements would not affect long-term water quality after construction of the Project, and operation of the new power poles and improved intersections would not represent a change in use from existing conditions. Therefore, no impacts to water quality would result.

(b) Los Angeles County Low Impact Development Ordinance (No Impact).

In accordance with the County's Low Impact Development (LID) Manual, the Project would implement LID BMPs on-site to promote infiltration and complement, or be a part of, the SUSMP BMPs. As such, the Project would not conflict with the County's LID ordinance and would result in no impacts. Nevertheless, the Project would implement project design feature PDF D-3 to ensure impacts remain less than significant.

The majority of the Off-Site Infrastructure Improvement Areas is located in the City of Santa Clarita. Therefore, the County's LID ordinance would not apply for most of the improvements, while LID BMPs would be implemented for those improvements located within the County. As such, the Project would not conflict with the County's LID ordinance, and there would be no impacts.

(c) On-Site Wastewater Treatment Systems (Less Than Significant Impact).

The new structures within the Development Area would be connected to the Santa Clarita Valley Sanitation District of Los Angeles County public sewer system. The existing Ranch foreman's mobile home would be relocated from the Development Area to one of the Potential Mobile Home Relocation Areas and would require installation of a new septic tank. The Potential Mobile Home Relocation Areas are not located in close proximity to Placerita Creek and are outside of the creek floodway and floodplain. In addition, the Applicant would submit a feasibility report in conformance with the requirements outlined in "A Professional Guide to Requirements and Procedures for On-site Wastewater Treatment Systems (OWTS)" of the County Department of Public Health. Impacts would be less than significant; nonetheless, mitigation measures MM D-1 and MM D-2 are proposed to ensure impacts remain less than significant. No septic tanks or other private sewage disposal system would be used as part of the Off-Site Infrastructure Improvements. As such, no impacts would result.

In conclusion, the Board finds, based on substantial evidence in the record, potentially significant water quality impacts of the Disney | ABC Studios at The Ranch Project would be reduced to less than significant levels by implementation of the following project design features and mitigation measures:

PDF D-1: The Applicant shall prepare and implement a Stormwater Pollution Prevention Plan in compliance with the National Pollutant Discharge Elimination System Construction General Permit.

PDF D-2: The Applicant shall implement a Standard Urban Stormwater Mitigation Plan to address water quality issues during ongoing operation of the Project, consistent with the approved Drainage Concept/LID Plan/SUSMP Plan contained in Appendix C of the Draft EIR.

PDF D-3: In accordance with the County's Low Impact Development Manual, low impact development best management practices shall be implemented to promote infiltration and to complement, or be a part of, the Standard Urban Stormwater Mitigation Plan best management practices.

MM D-1: Prior to the issuance of any building permit/installation of any on-site wastewater treatment system, the Applicant shall submit a feasibility report in conformance with the requirements outlined in the County of Los Angeles Department of Public Health's guidelines "A Professional Guide to Requirements and Procedures for On-site Wastewater Treatment Systems (OWTS)" to the Environmental Health section of the County of Los Angeles Department of Public Health for review and approval and demonstrate that the Potential Mobile Home Relocation Areas are capable of supporting the installation of an on-site wastewater treatment system.

MM D-2: The design and installation of the on-site wastewater treatment system shall conform to the rules, regulations and requirements of the County of Los Angeles Department of Public Health and other applicable regulatory agencies, including the Regional Water Quality Control Board, as applicable.

3.5 AIR RESOURCES—AIR QUALITY (EXCEPT SHORT-TERM CONSTRUCTION REGIONAL AIR QUALITY IMPACTS)

Potential Effect

Based on the evaluation of the following summary list of issues addressed by the significance thresholds, the Project was determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold issue:

- (a) Sensitive Receptors (No Impact)
- (b) Regional Emissions—Operation (Less than Significant Impact)
- (c) Local Emissions—Construction and Operation (Less than Significant Impact)
- (d) Toxic Air Contaminants—Construction and Operation (Less than Significant Impact)
- (e) Odors—Construction and Operation (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment as identified in the Final EIR.

Facts Supporting Finding

The Draft EIR analyzed potential impacts regarding air quality in Section V.E.1, Air Resources—Air Quality, of the Draft EIR and the Air Quality Worksheets and the Pyrotechnics Worksheets provided in Appendices E.1 and E.3 of the Draft EIR, which are incorporated by reference herein. Furthermore, a supplemental analysis of the Project's impacts relative to existing (2010) conditions was conducted based on the decision in *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* (2010) 190 Cal.App.4th 1351, located in Appendix M of the Draft EIR, which is incorporated by reference herein.

(a) Sensitive Receptors (No Impact).

Although the proposed on-site development and the Off-Site Infrastructure Improvements are located adjacent to or in close proximity to SR-14, the Project does not involve school, hospital, or park uses and would not introduce new sensitive uses. Therefore, there would be no impact regarding the exposure of sensitive receptors to substantial pollutant concentrations due to location near a freeway or heavy industrial use.

(b) Regional Emissions—Operation (Less Than Significant Impact).

Regional air pollutant emissions associated with Project operations would be generated by the consumption of electricity and natural gas and by the operation of on-road vehicles. Regional emissions resulting from operation of the Project are not expected to exceed the South Coast Air Quality Management District (SCAQMD) daily thresholds. Air quality impacts from Project operational emissions would therefore be less than significant.

Operation of the off-site infrastructure improvements would not result in a long-term source of emissions. As such, regional operational emissions resulting from the Off-Site Infrastructure Improvements Areas would be less than significant.

Regional emissions resulting from operation of the combined on- and off-site development are not expected to exceed the SCAQMD daily thresholds. The regional air quality impact from Project operational emissions would be less than significant.

(c) Local Emissions—Construction and Operation (Less Than Significant Impact).

Maximum construction emissions would not exceed SCAQMD recommended localized significance thresholds for PM₁₀, PM_{2.5}, CO, and NO₂ concentrations. As such, localized air quality impacts during construction would be less than significant.

Construction-related daily maximum localized construction emissions from the off-site infrastructure improvements would not exceed the SCAQMD localized significance thresholds. Therefore, these localized construction emissions would result in a less than significant impact.

Maximum construction pollutant concentrations associated with combined on- and off-site construction activities would not exceed SCAQMD recommended localized significance thresholds for PM₁₀, PM_{2.5}, CO, and NO₂ concentrations. As such, localized air quality impacts during construction of on-site development concurrent with the off-site infrastructure improvements would be less than significant.

Project-generated traffic volumes are forecasted to result in less than a 0.1 parts per million (ppm) increase in the projected 1-hour and 8-hour CO concentrations at each of the two intersection locations analyzed. Since no significant impacts would occur at the intersections operating at the highest LOS and V/C ratio, no significant impacts would occur at any other analyzed roadway intersection as a result of Project-generated traffic volumes. Thus, the Project would not cause any new or exacerbate any existing CO hotspots, and, as a result, impacts related to localized mobile-source CO emissions would be less than significant.

The Project would include the installation and operation of diesel-fired generators for emergency power generation within the Development Area and installation of a central utility plant. Compliance with SCAQMD Rules and Regulations regarding stationary-source combustion equipment would ensure contributions to localized PM₁₀ and PM_{2.5} concentrations remain below the 2.5 µg/m³ operational significance threshold. As such, potential impacts would be less than significant.

The Off-Site Infrastructure Improvements would not result in any vehicular trip generation. Thus, for the same reasons discussed above for on-site impacts, the Off-Site Infrastructure Improvements would not cause any new or exacerbate any existing CO hotspots, and, as a result, impacts related to localized mobile-source CO emissions would be less than significant. Pollutant concentrations for localized CO hotspot impacts accounted for both on- and off-site improvements (i.e., traffic volumes associated with development within the Ranch and intersection changes related to the Off-Site Infrastructure Improvements). Thus, impacts related to localized mobile-source CO emissions would be less than significant.

(d) Toxic Air Contaminants—Construction and Operation (Less Than Significant Impact).

Neither construction of the Project within the Ranch nor in the Off-Site Infrastructure Improvement Areas would result in a long-term (i.e., 70 years) substantial source of toxic air contaminants (TAC) emissions. In addition, there would be no residual emissions after construction and no corresponding individual cancer risk. As such, Project-related toxic emission impacts during construction would be less than significant. Construction of the combined on- and off-site development also would not result in a long-term substantial source of TAC emissions. As such, potential TAC impacts during construction would be less than significant.

The Project is not considered to be a substantial source of diesel particulate matter warranting a refined Health Risk Assessment or quantification of mobile source diesel emissions. Additionally, operation of the off-site utility and roadway improvements would not result in a new long-term source of TACs. Therefore, the potential TAC impacts associated with on-site development would be indicative of potential impacts associated with combined on- and off-site activities. Potential air toxic impacts to on- and off-site receptors from Project TAC emissions would be less than significant.

(e) Odors—Construction and Operation (Less Than Significant Impact).

Although odors from architectural coatings and solvents could be a source of nuisance to adjacent uses, they would be temporary and intermittent in nature. As construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. This is particularly true since the Development Area is located more than 500 feet away from off-site sensitive uses. Therefore, impacts associated with objectionable odors during Project construction would be less than significant.

The Project does not include any uses identified by the SCAQMD as being associated with odors. Garbage collection areas within the Development Area would be covered and situated away from the Ranch property line and sensitive uses. Good housekeeping practices would be sufficient to prevent nuisance odors. Therefore, potential odor impacts associated with Project operations would be less than significant.

In conclusion, the Board finds, based on substantial evidence in the record, potentially significant air quality impacts of the Disney | ABC Studios at The Ranch project would be reduced to less than significant levels by implementation of the following project design feature and mitigation measures:

PDF E.1-1: During construction, the Project shall comply with the South Coast Air Quality Management District's Rule 403 regarding fugitive dust control. The following control measures shall be implemented to control fugitive dust:

- Watering active construction areas twice daily unless visibly moist to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- Covering stockpiled soil with secured tarps or plastic sheeting or spraying with a soil stabilizer when not in active use.
- Securing loads by trimming, watering or other appropriate means to prevent spillage and dust.
- Maintaining soil stabilization of inactive construction areas with exposed soil via water, non-toxic soil stabilizers, or replaced vegetation.
- Suspending earthmoving operations or applying additional watering to meet Rule 403 criteria if wind gusts exceed 25 miles per hour;
- Covering all haul trucks or maintaining at least 6 inches of freeboard;
- Minimizing track-out emissions using the methods provided for in Rule 403; and
- Limiting vehicle speeds to 15 miles per hour or less in staging areas and on haul roads.

MM E.1-1: All equipment shall be properly tuned and maintained in accordance with manufacturer's specifications. Verification documentation shall be provided to the County of Los Angeles Department of Regional Planning upon request within five business days.

MM E.1-2: During construction, trucks and vehicles in loading and unloading queues shall have their engines turned off after 5 minutes when not in use, to reduce vehicle emissions.

MM E.1-3: Outdoor construction activities shall be discontinued during second stage smog alerts.

MM E.1-4: After rough grading of the Project site is completed, construction activity shall utilize electricity from power poles on or adjacent to the Ranch rather than temporary diesel power generators and/or gasoline power generators when electricity with adequate circuit capacity is available from power poles in proximity to construction areas.

MM E.1-5: During Project construction, all internal combustion engines/construction equipment operating on the Project site shall meet United States Environmental Protection Agency-Certified Tier 3 emissions standards or higher, according to the following:

- Project start to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technologies

devices certified by the California Air Resources Board. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations.

- Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with Best Available Control Technologies devices certified by the California Air Resources Board. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations.
- A copy of each unit's certified tier specification, Best Available Control Technologies documentation, and California Air Resources Board or South Coast Air Quality Management District operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
- Encourage construction contractors to apply for South Coast Air Quality Management District "SOON" funds. Incentives could be provided for those construction contractors who apply for "SOON" funds. The "SOON" program provides funds to accelerate cleanup of off-road diesel vehicles, such as heavy duty construction equipment. (More information on this program can be found at the following website: www.aqmd.gov/tao/Implementation/SOONProgram.htm.)

MM E.1-6: Project buildings shall be designed to minimize the need for the application of architectural coatings. Where the application of architectural coatings is necessary on-site, the Applicant shall comply with the South Coast Air Quality Management District's Rule 1113 regarding the use of low and zero volatile organic compound coatings.

MM E.1-7: Mass grading shall be limited to 10 acres per day.

MM E.1-8: Construction of the proposed Placerita Canyon Connector Trail shall be scheduled so as not to occur concurrently with Project-related grading activities within the Ranch.

MM E.1-9: During soil export activities, the selected contractor shall provide remote dispatch for haul trucks to minimize queuing on Placerita Canyon Road immediately adjacent to the site.

MM E.1-10: During soil export activities, the selected contractor shall use diesel haul trucks that meet the United States Environmental Protection Agency's 2007 model year emissions requirements for nitrogen oxides (NO_x).

3.6 AIR RESOURCES—GLOBAL CLIMATE CHANGE

Potential Effect

Based on the evaluation of the following issue addressed by the significance thresholds, the Project was determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following the threshold issue:

Greenhouse Gas (GHG) Emissions—Construction and Operation (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment as identified in the Final EIR.

Facts Supporting Finding

The Draft EIR analyzed potential impacts regarding greenhouse gas emissions and climate change in Section V.E.2, Air Resources—Global Climate Change, of the Draft EIR and the GHG Worksheets provided in Appendix E.2 of the Draft EIR, which are incorporated by reference herein.

Greenhouse Gas (GHG) Emissions—Construction and Operation (Less Than Significant Impact).

Construction emissions associated with combined on- and off-site development would generate a total of 6,958 metric tons of CO₂e. As recommended by the SCAQMD, the total GHG construction emissions were amortized over the 30-year lifetime of the Project and incorporated into the operational analysis, summarized below. The net increase in GHG emissions associated with the Project is approximately 0.0015 and 0.0016 percent of the 2006 emission level for the Soundstage Option and the Studio Office Option, respectively. Off-site improvements would only generate GHG emissions during construction. The Project, with incorporation of project design features and State mandates, would achieve a 17 percent reduction from “business-as-usual” for each option. Therefore, the Project’s global climate change impacts with regard to GHG emissions would be less than significant.

The Board finds, based on substantial evidence in the record, the impacts to global climate change would be less than significant and no mitigation measures are proposed or required. Nevertheless, the Project would implement the following project design features to ensure impacts remain less than significant:

PDF E.2-1: The Project shall comply with the County’s Green Building ordinance.

The Project shall comply with the County’s Low Impact Development ordinance.

The Project shall comply with the County’s Drought-Tolerant Landscaping ordinance.

PDF E.2-2: The Project shall comply with the 2010 or latest edition of the California Green Building Standards Code, as applicable, which contains requirements for construction site selection, stormwater control during construction, construction solid waste reduction, indoor water use reduction, material selection, natural resource conservation, and site irrigation conservation.

3.7 BIOLOGICAL RESOURCES

Potential Effect

Based on the evaluation of the following summary list of issues addressed by the significance thresholds, the Project was determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold issue:

- (a) Wildlife Species (Less than Significant Impact with Mitigation)
- (b) Natural Communities (Less than Significant Impact with Mitigation)
- (c) Jurisdictional Drainage Courses (Less than Significant Impact with Mitigation)
- (d) Wildlife Movement (Less than Significant Impact)
- (e) Regulated Trees (Less than Significant Impact with Mitigation)
- (f) Significant Ecological Area (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment as identified in the Final EIR.

Regarding installation of those portions of the sewer line within the City of Santa Clarita, implementation of mitigation measures regarding oak trees are within the responsibility and jurisdiction of the City of Santa Clarita and should be adopted by that agency.

Facts Supporting Finding

The Draft EIR analyzed potential impacts regarding biological resources in Section V.F, Biological Resources, of the Draft EIR and the Biological Resources Assessment; the Biological Resources Assessment Supplement; the Biological Resources Assessment Addendum; the County Oak Tree Report; the City Oak Tree Report; the Oak Tree and Woodland Mitigation and Monitoring Plan; the Jurisdictional Waters Report; the Preliminary Fuel Modification Plan; the Wildlife Impacts Analysis; the Sensitive Species Surveys; and the Habitat Mitigation and Monitoring Plan, provided in Appendices F.1 to F.11, respectively, of the Draft EIR, which are incorporated by reference herein.

(a) Wildlife Species (Less Than Significant Impact With Mitigation).

The Project's primary potential impacts on wildlife resources involve the removal and disruption of habitat and the loss and displacement of wildlife, resulting in a less diverse and less abundant local faunal population. However, these impacts by themselves would not be expected to reduce general wildlife populations below self-sustaining levels within the region, and as such, impacts to common wildlife species would be less than significant.

The northern portion of the Development Area clips designated critical habitat for the coastal California gnatcatcher, and the Water Tank Area and Trail Area are within designated critical habitat for the coastal California gnatcatcher. However, no coastal California gnatcatchers were observed or otherwise detected during the focused surveys in these areas. The Project grading footprint within the Development Area would not occur within critical habitat. In addition, the limited marginally suitable habitat that exists in the Water Tank Area and Trail Area is considered to be of low quality and is not expected to support the coastal California gnatcatcher. The Conditional Parking Areas and the Potential Mobile Home Relocation Areas are not within designated critical habitat.

Several other sensitive wildlife species have the potential to occur within the Development Area, Water Tank Area, and Trail Area. None of these species were detected during the surveys conducted on-site. The Potential Mobile Home Relocation Areas and Conditional Parking Areas do not support habitat for special-status wildlife species. Given the limited scale at which habitat impacts would occur as compared to available habitat elsewhere within the Ranch, the marginal suitability of the disturbed/developed areas that make up much of the Project areas, total population sizes and regional range of the species, etc., and the fact that the Project would restore and expand riparian areas and coast live oak woodland within the Ranch, Project impacts would not be expected to reduce wildlife populations below self-sustaining levels within the region. Therefore, the Project would not have a potentially significant impact.

In addition, although the golden eagle is protected, it was not observed at the Ranch during the surveys and is not expected to use the Development Area or other areas of the Project site for nesting activities. Project implementation would not threaten the regional population since only potential foraging habitat would be affected; therefore, the Project would not have a potentially significant impact on this species.

Indirect or secondary impacts to sensitive wildlife are potentially associated with construction noise and lighting in the short-term, as well as operational noise and lighting in the long-term. In general, at distances of 100 to 200 feet from construction noise sources, noise levels would be comparable to those that currently occur on-site (including during potential nighttime hauling). Similarly, operational noise would be comparable to existing noise levels at distances of 300 feet or less. Given the short range of increased noise from construction activities, the opportunity for wildlife to move into adjacent undeveloped areas, and the range of existing ambient noise levels of up to 72 dBA, both construction and operational impacts to wildlife species, including special-status species, located within, adjacent to, and off-site from the Ranch would be less than significant. In addition, Project mitigation regarding nesting birds, detailed in mitigation measure MM F-2, would involve the use of designated buffers around bird nests, as necessary, in

accordance with the federal Migratory Bird Treaty Act (MBTA), thus reducing construction-related impacts.

With respect to operational lighting, due to the minimal light encroachment that would occur, minimal light encroachment levels, and measures employed to minimize light pollution, the long-term impacts related to Project lighting would be less than significant.

Similarly, night lighting would be required for nighttime hauling, if implemented during construction, and would be similar in nature to that currently used within the Ranch for filming activities. Mitigation measure MM F-6 would ensure that night lighting, if needed, would be placed and directed away from sensitive habitat, including the creek and any retained oak woodlands.

The Ranch portions of the Project site have the potential to support raptor and songbird nests due to the presence of trees, shrubs, and ground cover. Disturbing or destroying active nests is a violation of the Migratory Bird Treaty Act (MBTA). In addition, nests and eggs are protected under Fish and Game Code Section 3503. Mitigation measure MM F-2 would be required during Project construction to limit vegetation removal during the nesting season and/or establish appropriate buffers around active nests. As such, impacts to nesting birds would be reduced to a less than significant level.

Off-site impacts to wildlife resources would not be expected to reduce general wildlife populations below self-sustaining levels within the region, and as such, impacts to common wildlife species would be less than significant.

Sensitive wildlife species are not expected to occur within the Off-Site Infrastructure Improvement Areas due to lack of suitable habitat. Additionally, the Off-Site Infrastructure Improvement Areas are not within designated critical habitat for the coastal California gnatcatcher or any other species. Therefore, the Project would have a less than significant impact on sensitive wildlife species.

Indirect or secondary impacts to sensitive wildlife may potentially be associated with short-term construction noise and lighting within the Off-Site Infrastructure Improvement Areas. Like on-site impacts, construction noise levels would dissipate with distance from the source and be comparable to existing noise levels in the area. Further, construction noise would be temporary as construction of the water and sewer lines would move quickly along each alignment at approximately 75 to 100 linear feet per day, with construction in any given location along the pipeline route lasting only a few days. Similarly, replacement of the power poles is expected to last a maximum of several weeks. With regard to the SR-14 interchange improvements, construction activities would be located more than 300 feet away from the culvert that is used for local-scale wildlife movement by urban-tolerant species and noise levels would be comparable to those that currently exist. Given the low sensitivity and limited presence of the special-status wildlife receptors and the temporary and intermittent nature of anticipated maximum noise levels associated with construction equipment, the Project's potential indirect construction noise impacts on wildlife in the area surrounding the construction zone within the Off-Site Infrastructure Improvement Areas would be less than significant.

The effects of night lighting during construction are also expected to be less than significant due to the limited use of lighting, the temporary use of lighting during construction, and existing night

light levels from street lights and automobile headlights. Further, the construction zones are located almost entirely within paved rights-of-way, which offer little if any habitat for sensitive wildlife species. Impacts on wildlife would be less than significant. In addition, Project mitigation regarding nesting birds, detailed in mitigation measure MM F-2, would reduce construction-related impacts.

Implementation of the Off-Site Infrastructure Improvements would not result in long-term increases in noise as the majority of the improvements are not associated with any noise-producing uses. With implementation of mitigation measure MM C-5, noise levels associated with the booster pump station would be comparable to existing noise levels in the area. The Off-Site Infrastructure Improvement Areas would not include new signs, lights other than limited emergency lighting), or other light-generating facilities. Therefore, there would also be no impacts related to lighting from the off-site Project components.

(b) Natural Communities (Less Than Significant Impact With Mitigation).

During construction, the Project would temporarily impact a total of 20.29 acres of coastal sage scrub, disturbed coastal sage scrub, coastal sage scrub/chamise chaparral, disturbed coastal sage scrub/chamise chaparral, buckwheat scrub/chamise chaparral, disturbed buckwheat scrub, chamise chaparral, non-native grassland, and disturbed/developed areas, which occur within the Ranch and the Off-Site Infrastructure Improvement Areas. The Project would result in permanent impacts totaling 58.44 acres of the following plant communities within the Project site: coastal sage scrub, coastal sage scrub/chamise chaparral, disturbed coastal sage scrub/chamise chaparral, buckwheat scrub/chamise chaparral, disturbed buckwheat scrub/chamise chaparral, chamise chaparral, disturbed buckwheat scrub, non-native grassland, agricultural land, and ornamental areas, plus disturbed/developed areas which make up over half of the permanently impacted areas. These communities/areas are not California Natural Diversity Database (CNDDB) sensitive plant communities; therefore, impacts to these plant communities/areas are considered less than significant.

With respect to sensitive plant communities, the Project would temporarily impact 2.03 acres of mixed willow riparian woodland, 0.02 acre of coast live oak woodland, and 0.33 acre of disturbed coast live oak woodland. The Project would permanently impact 0.75 acre of southern willow scrub and 0.08 acre of mixed willow riparian woodland within Placerita Creek, as well as 4.39 acres of coast live oak woodland and 0.05 acre of disturbed coast live oak woodland. These impacts would occur within the Ranch and a portion of the Off-Site Infrastructure Improvement Areas and are considered potentially significant. With implementation of mitigation measures MM F-1, MM F-3, and MM F-9, impacts to sensitive plant communities would be less than significant.

While several sensitive plant species have the potential to occur within the general Ranch vicinity, only one has a low potential to occur on-site. As there are no special-status plants with a moderate or greater potential to occur within the Ranch portions of the Project site, impacts on sensitive plant species would be less than significant.

(c) Jurisdictional Drainage Courses (Less Than Significant Impact With Mitigation).

Construction activities would temporarily impact 0.13 acre of U.S. Army Corps of Engineers (ACOE)/RWQCB jurisdictional “waters of the U.S./waters of the State” and 1.96 acres of CDFW jurisdictional streambed within the Development Area and the Off-Site Infrastructure Improvement Areas. The Project would permanently impact 0.08 acre of ACOE/RWQCB jurisdictional area and 0.63 acre of CDFW jurisdictional streambed and associated riparian habitat within the Development Area and Water Tank Area. Such impacts are considered potentially significant. However, implementation of mitigation measures MM F-1 and F-5 would reduce on- and off-site jurisdictional impacts to a less than significant level. No ephemeral tributaries to Placerita Creek have been delineated within the Potential Mobile Home Relocation Areas or the Conditional Parking Areas.

(d) Wildlife Movement (Less Than Significant Impact).

Although the Project site may provide an area of local-level wildlife movement and live-in habitat for a variety of species, including habitat that may contribute to widespread regional movement, it does not function as a main wildlife corridor for the region. Since SR-14 acts as a barrier to wildlife movement in the area, linkages are closely associated with undercrossings under the freeway. Placerita Creek would continue to provide opportunities for foraging/watering and local wildlife movement upon Project implementation. Improvements within the creek, including slope stabilization and establishment of native vegetation along the slopes (thus increasing the total area of native vegetation), would ultimately improve the functions of the creek for local wildlife. Further, while the existing oak woodland at the southern end of the Development Area may provide cover for wildlife to move from the undeveloped areas to the south into Placerita Creek for foraging/watering, portions of the Ranch east of the Development Area have a higher permeability ranking and would continue to provide opportunities for local wildlife movement. In this context, on-site and off-site impacts to local and regional movement would be less than significant.

(e) Regulated Trees (Less Than Significant Impact With Mitigation).

The Project would require the removal of 158 County ordinance-protected oak trees, including 16 heritage oaks, and encroachment upon an additional 82 oak trees, including 3 heritage trees. The 158 trees to be removed provide an estimated 184,260 square feet (4.33 acres) of canopy coverage, much of which is located within oak woodlands. As such, the Project would result in a potentially significant impact to both oak trees and coast live oak woodlands. Accordingly, the Applicant would be required to plant 444 new oak trees (284 for the 142 jurisdictional trees and 160 for the 16 heritage trees) that must reach minimum size requirements and survive for a seven-year monitoring period. Additionally, the replacement trees over a 20-year growth period would ultimately replace the habitat and environmental benefits of the impacted oak woodland. An Oak Tree and Woodland Mitigation and Monitoring Program (OTWMMP) is proposed under mitigation measure MM F-3. Under the OTWMMP, the Applicant would plant at least 1,600 oak trees of a variety of sizes with the guaranteed survival of 1,144 oak trees (444 oak trees required by the Oak Tree ordinance and 700 additional mitigation trees) through the seven-year monitoring period. With implementation of mitigation measure MM F-3, impacts to jurisdictional oak trees and coast live oak woodlands would be less than significant. In addition, mitigation measure MM

F-4 would be implemented to protect the retained trees that would be encroached upon by Project construction activities.

Trenching for the Oak Orchard sewer alignment, which would be conducted by the City as part of its Sewer Master Plan, would require temporary encroachment into the protected zones of 86 oak trees, including 31 heritage oak trees, all of which are protected under the City's Oak Tree ordinance. As such, the Project could result in a potentially significant impact to regulated oak trees within the Off-Site Infrastructure Improvement Areas. Implementation of appropriate protective measures, as determined and implemented by the City based on the City Oak Tree Report, would reduce impacts to oak trees within the Off-Site Infrastructure Improvement Areas to a less than significant level.

(f) Significant Ecological Area (Less Than Significant Impact).

The 1990 Santa Clarita Valley Area Plan Significant Ecological Area (SEA) overlay maps do not overlap with the Project site. However, the County adopted the 2012 Santa Clarita Valley Area Plan, which became effective on December 27, 2012 and which contains updated SEA overlay maps for the Santa Clarita Valley. In the updated maps, portions of the Development Area (the hillside above the northern fill pad), Placerita Creek, the Water Tank Area, and the Trail Area are designated as within the Santa Clara River SEA (SEA 20). The 2012 Santa Clarita Valley Area Plan allows complete project applications filed prior to the effective date of the 2012 Santa Clarita Valley Area Plan to be reviewed for consistency under the 1990 Santa Clarita Valley Area Plan. The County deemed complete the entitlement applications for the Project on May 4, 2010. Accordingly, the Project is not subject to the 2012 Santa Clarita Valley Area Plan and the associated SEA regulations. Furthermore, the Project would enhance the SEA area around the Development Area by improving Placerita Creek and planting native vegetation. Therefore, the Project would not have a significant impact on the proposed SEA 20.

In conclusion, the Board finds, based on substantial evidence in the record, potentially significant biological resources impacts of the Disney | ABC Studios at The Ranch Project would be reduced to less than significant levels by implementation of the following project design feature and mitigation measures:

PDF F-1: In accordance with the County's Drought-Tolerant Landscaping ordinance, at least 75 percent of the Project's landscaped area shall contain plants from the Los Angeles County Drought-Tolerant Plant List.

MM F-1: The Project shall implement the requirements of the final approved Habitat Mitigation and Monitoring Program, consistent with the preliminary Habitat Mitigation and Monitoring Program contained in Appendix F.11 of the Draft EIR, to mitigate impacts to U.S. Army Corps of Engineers/Regional Water Quality Control Board "waters of the U.S./waters of the State" and California Department of Fish and Wildlife jurisdictional streambeds. As part of the Habitat Mitigation and Monitoring Program, which shall restore and expand the riparian habitat along Placerita Creek following temporary impacts to stabilize the fill pad slopes, the Project shall mitigate for the impact to the southern willow scrub community and the mixed willow riparian woodland in the Development Area at a minimum of a 1:1 mitigation-to-impact ratio.

The Habitat Mitigation and Monitoring Program restoration efforts shall include the grading and recontouring of the existing fill pad slopes along Placerita Creek within the Development Area and the revegetation with native riparian species by planting and seeding. The Habitat Mitigation and Monitoring Program shall identify appropriate mitigation objectives, performance standards, planting and monitoring/reporting requirements to ensure successful restoration and enhancement of the mitigation area. The Habitat Mitigation and Monitoring Program shall also contain contingency measures identifying corrective actions required in the event that the performance standards are not met. A minimum of 4.04 acres of riparian habitat shall be established, restored, enhanced, and/or preserved, resulting in a net gain in California Department of Fish and Wildlife jurisdictional area. Maintenance (i.e., weeding, pest control, irrigation system maintenance, trash removal, etc.) and monitoring of the mitigation area shall be conducted for a minimum of five years and until such time as the Habitat Mitigation and Monitoring Program performance standards are achieved to ensure success of the plan. The final Habitat Mitigation and Monitoring Program shall be submitted to and approved by the County of Los Angeles Department of Regional Planning, the U.S. Army Corps of Engineers, the Regional Water Quality Control Board, and the California Department of Fish and Wildlife, in compliance with Clean Water Act Sections 401 and 404 and California Fish and Game Code 1602 and supporting regulations, prior to issuance of a grading permit.

MM F-2: Project construction-related activities likely to have the potential of disturbing suitable bird nesting habitat shall be prohibited from February 1 through August 31, unless a biological monitor acceptable to the Director of the County of Los Angeles Department of Regional Planning surveys the project area prior to disturbance to confirm that disturbance to habitat will not result in the failure of active nests on-site or immediately adjacent to the area of disturbance. Disturbance shall be defined as any activity that physically removes and/or damages vegetation or habitat, any action that may cause disruption of nesting behavior such as noise exceeding 90 dB from equipment, or direct artificial night lighting. Surveys shall be conducted on the subject property within 500 feet of disturbance areas no earlier than three days prior to the commencement of disturbance. If ground disturbance activities are delayed, then additional pre-disturbance surveys shall be conducted such that no more than three days will have elapsed between the survey and ground disturbance activities. The Applicant or the Project's Construction Manager shall provide the biologist with plans detailing the extent of proposed ground disturbance prior to the survey effort.

If active nests are found, clearing and construction shall be postponed or halted within a buffer area established by the biological monitor that is suitable to the particular location of the nest (typically 300 feet for most birds and 500 feet for raptors) and acceptable to the Director of the County of Los Angeles Department of Regional Planning, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of any further attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with highly visible construction fencing, and construction personnel shall be instructed on the sensitivity of nest areas. Occupied nests within the buffer established by the biological monitor and adjacent to the construction site shall also be avoided to ensure nesting success. A qualified biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests occur. The results of the surveys, including graphics showing the locations of any active nests detected, and documentation of any avoidance measures taken, shall be submitted to the County of Los Angeles Department of

Regional Planning and California Department of Fish and Wildlife within 14 days of completion of the pre-construction surveys to document compliance with applicable state and federal laws pertaining to the protection of native birds.

If any state or federally listed bird species (e.g., coastal California gnatcatcher, southwestern willow flycatcher) are detected during the course of pre-construction nesting bird surveys, all construction-related activity shall be postponed, and the Applicant shall consult with appropriate agencies (California Department of Fish and Wildlife, U.S. Fish and Wildlife Service) and obtain any necessary take permits prior to the commencement of any construction-related activity. If any state or federally listed species are detected within the limits of construction during construction that were not detected during the pre-construction nesting bird surveys, construction-related activity shall cease, and the Applicant shall consult with appropriate agencies and obtain any necessary take permit before resuming any work. In addition to any take permit conditions that may be required by California Department of Fish and Wildlife and/or U.S. Fish and Wildlife Service, mitigation of occupied coastal California gnatcatcher habitat shall be provided at a minimum of 3:1 mitigation-to-impact ratio. Proof of habitat mitigation in keeping with the 3:1 requirement shall be provided to the County of Los Angeles before any construction-related activity can commence or resume.

MM F-3: The Project shall implement the requirements of the approved Oak Tree and Woodland Mitigation and Monitoring Program to mitigate impacts to oak trees protected under the Los Angeles County Oak Tree Ordinance and impacts to oak woodlands protected under California Public Resources Code 21083.4. As part of the Oak Tree and Woodland Mitigation and Monitoring Program, which shall restore and expand existing oak woodlands on the project site, the Project shall mitigate for the impact to oak woodlands with at least a 2.4-acre to 1-acre mitigation-to-impact ratio.

The Project's Oak Tree and Woodland Mitigation and Monitoring Program shall include the following components:

- Planting of at least 1,600 oak trees within or adjacent to existing oak woodlands on the Ranch shall be completed prior to the issuance of a building permit;
- Minimization of impacts by avoiding approximately 95 percent of the oak trees and oak woodlands on the Ranch;
- Restoration of fire-damaged oak woodlands through oak tree seedling planting;
- Enhancement of oak woodland regeneration through oak seedling planting in areas with limited natural recruitment;
- Increased habitat connectivity through oak tree planting in areas between existing woodlands and along Placerita Creek, excluding reaches within proposed Los Angeles County Flood Control District easement limits;

- Planting of native understory species within oak woodland restoration areas in order to provide a more complete suite of oak woodland values apart from those provided by trees alone; and
- Implementation of a seven-year monitoring, documentation, and reporting program.

In addition, prior to the issuance of a building permit, the Applicant shall record a use restriction which shall run with the land in perpetuity over the planted mitigation areas in which oak woodland planting, restoration, and enhancement occurs to protect these areas for purposes of oak woodland conservation, restoration and enhancement. The use restriction shall recognize the Applicant's ability to allow filming within these areas, provided the oaks are protected. The use restriction language shall be submitted to the County of Los Angeles Department of Regional Planning for review and approval prior to recordation with the Los Angeles County Registrar-Recorder/County Clerk.

MM F-4: During project construction, the Applicant shall implement all measures to protect the oak trees that are encroached upon, as indicated in the approved Oak Tree and Woodland Mitigation and Monitoring Program.

MM F-5: Prior to issuance of a grading permit, the Project Applicant shall prepare and submit to the U.S. Army Corps of Engineers for verification a "Preliminary Delineation Report for Waters of the U.S." and a Streambed Alteration Notification package to the California Department of Fish and Wildlife for alterations to Placerita Creek and its on-site jurisdictional tributaries. A Clean Water Act Section 404 permit shall be obtained from the U.S. Army Corps of Engineers, and the Applicant shall comply with the permit conditions. A Streambed Alteration Agreement shall be entered into with the California Department of Fish and Wildlife under Section 1602 of the California Fish and Game Code, and the Applicant shall comply with the associated conditions. A Clean Water Act Section 401 Water Quality Certification shall be obtained from the Regional Water Quality Control Board, and the Applicant shall comply with the certification conditions. Mitigation for unavoidable impacts shall be provided through conservation or restoration of U.S. Army Corps of Engineers and California Department of Fish and Wildlife jurisdictional features (on- and off-site) at a minimum of a 1:1 mitigation-to-impact ratio.

MM F-6: Nighttime construction lighting, if needed, shall be situated at least 50 feet away from Placerita Creek and any retained oak woodlands, shielded, and directed towards the interior of the Development Area, away from native habitat.

MM F-7: Prior to issuance of a grading permit, a qualified biologist shall be retained by the Applicant as the biological monitor, subject to the approval of the County of Los Angeles Department of Regional Planning. The biological monitor shall ensure that impacts to biological resources (inclusive of special-status plants) are minimized and shall conduct pre-grading field surveys for special-status plant and animal species that may be affected and/or eliminated as a result of grading and/or site preparation activities. During earthmoving activities, the biological monitor shall be present to relocate any vertebrate species potentially impacted by Project construction to an appropriate off-site location of similar habitat. The biological monitor shall be authorized to stop specific grading activities if he or she suspects violations of Mitigation Measures MM F-1 through MM F-9 or any local, state, or federal laws regarding biological resources.

MM F-8: Work areas shall be surveyed for special-status reptile species prior to and during construction activities. Any special-status reptiles occurring within the work area prior to the start of work shall be collected and relocated to areas outside of the designated work zones. If ongoing biological monitoring of construction activities reveals the presence of any special-status reptiles within an active work area, then work shall be temporarily halted within that area until the animals can be collected and relocated to areas outside of the designated work zone(s).

MM F-9: The Applicant shall submit the Project landscape plan to the County of Los Angeles Department of Regional Planning, Los Angeles County Fire Department, and Los Angeles County Department of Public Works, as required, for review and approval prior to issuance of a building permit. The landscape plan shall show the size, type and location of all plants and watering facilities, consistent with the County's established codes and procedures. Where feasible, native plants shall be used for landscaping. The landscape plan shall also specify the type and location of 8-foot high decorative fencing to be installed along those portions of the Project site perimeter visible to the public along SR-14 and Placerita Canyon Road. The Project shall comply with all requirements of the approved landscape plan, and landscaping shall be installed upon completion of each major phase of Project development.

MM F-10: Prior to, but within one year of, the commencement of Project construction, protocol surveys for the coastal California gnatcatcher (*Poliophtila californica californica*) shall be conducted within the areas proposed for construction and designated as Critical Habitat by biologist(s) holding federal permits to conduct gnatcatcher surveys in accordance with the U.S. Fish and Wildlife Service's *Coastal California Gnatcatcher Presence/Absence Survey Guidelines*. The results of the surveys shall be submitted to the California Department of Fish and Wildlife and the County of Los Angeles Department of Regional Planning for review. (Refer to MM F-2 regarding pre-construction nesting bird surveys, agency consultation, and necessary take permits should any state or federally listed bird species, including coastal California gnatcatcher, be detected.)

MM F-11: Prior to the issuance of a grading permit, the Applicant shall record a use restriction which shall run with the land in perpetuity over 3.18 acres of other coastal sage scrub that is suitable for coastal California gnatcatcher within the Ranch south of Placerita Canyon Road located within designated critical habitat for the coastal California gnatcatcher for purposes of preservation/conservation. The precise location of the use restriction area shall be determined in consultation with the California Department of Fish and Wildlife. The use restriction shall recognize the ability of those holding oil and other subsurface rights in the property to continue existing subsurface oil extraction operations under the use restriction area. The use restriction language shall be submitted to the California Department of Fish and Wildlife and the County of Los Angeles Department of Regional Planning for review and approval prior to recordation with the Los Angeles County Registrar-Recorder/County Clerk.

3.8 CULTURAL AND PALEONTOLOGICAL RESOURCES

Potential Effect

Based on the evaluation of the following summary list of issues addressed by the significance thresholds, the Project was determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold issue:

- (a) Historic Resources (No Impact)
- (b) Archaeological Resources (Less than Significant Impact with Mitigation)
- (c) Paleontological Resources (Less than Significant Impact with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment as identified in the Final EIR.

Facts Supporting Finding

The Draft EIR analyzed potential impacts regarding cultural and paleontological resources in Section V.G, Cultural and Paleontological Resources, of the Draft EIR and the Historic Resources Assessment, Archaeological and Paleontological Resources Assessment, and Supplement to the Archaeological and Paleontological Resources Assessment, provided in Appendices G.1 to G.3, respectively, of the Draft EIR, which are incorporated by reference herein.

(a) Historic Resources (No Impact).

There are no historic resources within or adjacent to the Project site. Therefore, the Project would result in no impact to historical resources and no mitigation measures are required.

(b) Archaeological Resources (Less Than Significant Impact With Mitigation).

No archaeological resources were identified during the pedestrian surveys of the Project site. Given the composition of the fill pads, the negative results of the survey, and the disturbance from previous development that likely would have displaced any resources, the potential to encounter buried archaeological resources within the fill pad areas of the Development Area is considered low and no archaeological monitoring is recommended in these areas. However, archaeological monitoring during grading is recommended within native soils along the Placerita Creek floodplain within the Development Area, at the selected of the two Potential Mobile Home Relocation Areas, and within the two Conditional Parking Areas, if developed, as provided for in mitigation measures MM G-1 through MM G-3. Given the known prehistoric and historic occupation of the Project site and based on recent correspondence with local Native American tribes, the potential to find archaeological resources exists. With implementation of mitigation measures MM G-1 through MM G-5, potential impacts on archaeological resources would be reduced to a less than significant level.

(c) Paleontological Resources (Less Than Significant Impact With Mitigation).

No paleontological resources were identified on the surface during the pedestrian survey of the Project site. Based on extensive prior disturbance, the potential to encounter buried paleontological resources is considered low in the pad area portions of the Development Area, as well as the Potential Mobile Home Relocation Areas and Conditional Parking Areas. However, shallow grading activities are planned for the undisturbed northern portion of the Development Area, the Water Tank Area, and the Trail Area, which are underlain with the fossiliferous older Quaternary deposits and the Saugus Formation. Surface exposure of the Saugus Formation also occurs near the eastern Potential Mobile Home Relocation Area, and could possibly be affected by the limited grading that may occur there. As a result, the Project has the potential to result in significant impacts associated with buried intact paleontological resources in these areas. With implementation of mitigation measures MM G-6 through MM G-12, potential impacts would be reduced to less than significant levels.

In conclusion, the Board finds, based on substantial evidence in the record, potentially significant cultural and paleontological impacts of the Disney | ABC Studios at The Ranch Project would be reduced to less than significant levels by implementation of the following mitigation measures:

MM G-1: A qualified archaeologist shall monitor all stripping and other earthmoving activities within native soils along the Placerita Creek floodplain within the Development Area. If an archaeological site is discovered during monitoring, construction activity in that part of the Development Area shall cease until the site can be studied by a qualified archaeologist.

MM G-2: A qualified archaeologist shall monitor the grading and excavations for light poles and electrical conduits at the two Conditional Parking Areas, if developed.

MM G-3: A qualified archaeologist shall monitor the grading and septic tank excavation at the selected of the two Potential Mobile Home Relocation Areas.

MM G-4: In the event archaeological resources are encountered during Project construction, all ground-disturbing activities within the vicinity of the find shall cease and a qualified archaeologist shall be notified of the find. The archaeologist shall record all recovered archaeological resources on the appropriate California Department of Parks and Recreation Site Forms to be filed with the California Historical Resources Information System–South Central Coastal Information Center, evaluate the significance of the find, and if significant, determine and implement the appropriate mitigation in accordance with the U.S. Secretary of the Interior and California Office of Historic Preservation guidelines, including but not limited to a Phase III data recovery and associated documentation. The archaeologist shall prepare a final report about the find to be filed with the Applicant, the County of Los Angeles Department of Regional Planning, and the California Historical Resources Information System–South Central Coastal Information Center, as required by the California Office of Historic Preservation. The report shall include documentation of the resources recovered, a full evaluation of the eligibility with respect to the California Register of Historical Resources, and treatment of the resources recovered. In the event of a find, archaeological and Native American monitoring shall be provided thereafter for any ground-disturbing activities within the boundary of the archaeological site.

MM G-5: In the event human remains are encountered during construction activities, all ground-disturbing activities within the area of the human remains shall cease and the County coroner shall be notified. In the event the remains are determined to be of Native American descent, the coroner shall notify the California Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person(s) thought to be the Most Likely Descendant of the deceased Native American, who shall have 48 hours from notification by the Native American Heritage Commission to inspect the site of the discovery of Native American remains and to recommend to the Applicant or landowner means for the treatment and disposition of the human remains and any associated grave goods. The Applicant or landowner shall reinter the remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance. In the event Native American remains are found, Native American monitoring shall be provided thereafter for any ground-disturbing activities in the area of the remains.

MM G-6: A qualified paleontologist shall be retained by the Applicant prior to the implementation of the Project to develop and execute a paleontological monitoring plan for the grading activities planned for the undisturbed northern portion of the Development Area, the Water Tank Area, the Trail Area, and those portions of the Potential Mobile Home Relocation Areas and the Off-Site Infrastructure Improvement Areas within the Saugus Formation. The qualified paleontologist shall meet the qualifications established by the Society of Vertebrate Paleontologists.

MM G-7: The paleontologist shall attend a pre-grade meeting in order to become familiar with the proposed depths and patterns of grading for grading activities planned for the undisturbed northern portion of the Development Area, the Water Tank Area, the Trail Area, and those portions of the Potential Mobile Home Relocation Areas and the Off-Site Infrastructure Improvement Areas within the Saugus Formation to provide a basis to the development of a monitoring program.

MM G-8: The paleontologist shall establish a curation agreement with an accredited facility prior to the initiation of ground-disturbing activities.

MM G-9: A paleontological monitor, supervised by the paleontologist, shall monitor all ground-disturbing activities associated with grading activities in the undisturbed northern portion of the Development Area, the Water Tank Area, the Trail Area, and those portions of the Potential Mobile Home Relocation Areas and the Off-Site Infrastructure Improvement Areas within the Saugus Formation. If fossils are found during ground-disturbing activities, the paleontological monitor shall be authorized to halt the ground-disturbing activities within 25 feet of the find in order to allow evaluation of the find and determination of appropriate treatment in accordance with Society of Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance or recovery, and curation, as appropriate.

MM G-10: The paleontological monitor and/or the paleontologist shall collect all significant fossils encountered. All significant fossils shall be stabilized and prepared to a point of identification and permanent preservation.

MM G-11: Some fossils from the Saugus Formation are very small specimens that can typically be missed in monitoring for large construction projects. Therefore, the paleontological

monitor shall collect sediment samples and process them to determine the potential for small fossils in these deposits obtained during grading activities in the undisturbed northern portion of the Development Area, the Water Tank Area, the Trail Area, and those portions of the Potential Mobile Home Relocation Areas and the Off-Site Infrastructure Improvement Areas within the Saugus Formation.

MM G-12: The paleontologist shall prepare a final report on the monitoring. If fossils are identified, the report shall contain an appropriate description of the fossils, treatment, and curation. A copy of the report shall be filed with the Applicant, County of Los Angeles Department of Regional Planning, and the Natural History Museum of Los Angeles, and shall accompany any curated fossils.

3.9 AGRICULTURAL AND FORESTRY RESOURCES

Potential Effect

Based on evaluation of the following summary list of issues addressed by the significance thresholds, the Project was determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold issue:

- (a) Farmland and Forest Land Conversion—Construction and Operation (Less than Significant Impact)
- (b) Zoning for Agricultural Use (Less Than Significant Impact)
- (c) Zoning for Forest Use (No Impact)

Finding

The Project would have a less than significant impact on agricultural and forestry resources, and therefore no mitigation measures are proposed or required.

Facts Supporting Finding

The Draft EIR analyzed potential impacts regarding agricultural and forestry resources in Section V.H, Agricultural and Forestry Resources, of the Draft EIR, which is incorporated by reference herein.

- (a) **Farmland and Forest Land Conversion—Construction and Operation (Less Than Significant Impact).**

Project construction would not have a direct impact on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance since no such lands are designated within the Project site. However, construction activities would generate fugitive dust emissions that may cause indirect impacts to agricultural uses elsewhere within the Ranch or at off-site locations. The project design feature to control fugitive dust emissions would minimize any potential impact to nearby

agricultural resources or uses. As such, construction impacts are considered to be less than significant.

Although Project construction would result in the continued use of designated forest land for non-forest uses, it would not convert land used for forest uses to a non-forest use and would have a negligible effect on any forest activities in Angeles National Forest. Therefore, construction impacts would be less than significant.

Construction within the Off-Site Infrastructure Improvement Areas would not have a direct impact on agricultural land or forest land since construction activities would not occur on land designated as Farmland or forest land. As discussed above, the project design features to control fugitive dust emissions would minimize any potential impact to nearby agricultural resources or uses associated with off-site improvements. As such, construction impacts would be less than significant.

Given that the Project site does not include any land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, Project operations would not have an impact on such lands, including conversion to non-agricultural use. Although Project implementation would result in the continued use of designated of forest land for non-forest uses, it would not convert land used for forest uses to a non-forest use and would have a negligible effect on any forest activities. The Potential Mobile Home Relocation Areas and the southern Conditional Parking Area would continue to be designated Open Space/National Forest. Impacts to forest land would therefore be less than significant.

(b) Zoning for Agricultural Use (Less Than Significant Impact).

With approval of the proposed zone change and plan amendment for a portion of the Development Area, the Project would be entirely consistent with the zoning and land use designations of the tract map area, the Development Area, and the remainder of the Ranch, and no conflicts with zoning for agricultural uses would occur. As such, on-site agricultural impacts related to zoning conflicts would be less than significant.

The Off-Site Infrastructure Improvements Areas are not zoned for agricultural use. Therefore, no off-site impacts to areas zoned for agriculture would result.

The Project would not conflict with Williamson Act contracted land since there are no existing Williamson Act contracts covering the Ranch, the Off- Site Infrastructure Improvement Areas, or adjacent lands. Thus, no impact to Williamson Act contracts would occur on- or off-site.

(c) Zoning for Forest Use (No Impact).

The Project site areas within the Ranch that fall within Angeles National Forest are zoned A-2-2 (Heavy Agricultural—Two Acres Minimum Required Area) and would remain zoned A-2-2, and the uses proposed within those areas would be consistent with that designation. None of the forest land within the Ranch is zoned as forest land, no timberland exists on-site, and the Off-Site Infrastructure Improvement Areas are not zoned as forest land or timberland. Therefore, no impacts would occur.

In conclusion, the Board finds the Project would have a less than significant impact on agricultural and forestry resources, and therefore no mitigation measures are proposed or required.

3.10 VISUAL QUALITIES

Potential Effect

Based on the evaluation of the following summary list of issues addressed by the significance thresholds, the Project was determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold issue:

- (a) Scenic Views (Less than Significant Impact)
- (b) Aesthetics/Visual Quality—Construction and Operation (Less than Significant Impact)
- (c) Light and Glare—Construction and Operation (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment as identified in the Final EIR.

Facts Supporting Finding

The Draft EIR analyzed potential impacts regarding visual qualities in Section V.I, Visual Qualities, of the Draft EIR and the Disney | ABC Studios at The Ranch Design Guidelines and the Light Memorandum provided in Appendices H.1 to H.2, respectively, of the Draft EIR, which are incorporated by reference herein.

(a) Scenic Views (Less Than Significant Impact).

The Project would not block views of the surrounding hillsides, and perimeter landscaping along SR-14 and portions of Placerita Canyon Road would largely obscure views of the new structures from the adjacent roadways. Project implementation also would not affect views along a designated scenic highway as none exist in the vicinity. Public views, including views from public trails, would continue to feature a largely rural environment with a background of rolling hills, pockets of trees and landscaping, and from some vantages large-scale infrastructure such as LADWP's electrical transmission towers, water storage tanks, and oil pumps. Therefore, impacts would be less than significant.

Development of the improvements proposed within the Off-Site Infrastructure Improvement Areas would not substantially affect views nor specifically views of nearby ridgelines, as the improvements would occur primarily within existing roadways. Therefore, off-site impacts on a scenic vista or from regional trails would be less than significant.

(b) Aesthetic/Visual Quality—Construction and Operation (Less Than Significant Impact).

Construction activities can disrupt the general order and aesthetic character of an area. However, temporary green screen construction fencing would be placed around the periphery of the Development Area to screen much of the construction activity from view at the street level. While the removal of some existing trees and vegetation along Placerita Canyon Road would reduce the visual quality along the roadway during Project construction, such impacts would be temporary given that a cohesive landscape plan would be implemented. Therefore, the Project's construction activities would not substantially degrade the existing visual character of the Project site or the surrounding area, and visual quality impacts would be less than significant.

Construction activities associated with the Off-site Infrastructure Improvement Areas would be short-term and would occur on already disturbed areas. In addition, Off-Site Infrastructure Improvements would be limited both in scale and geographic extent, and would be nearly entirely underground after installation. Therefore, impacts would be less than significant.

Regarding Project operations, adherence to the conceptual Design Guidelines would ensure the Project would provide for a visually appealing, high quality environment. The Project would not substantially and irreversibly damage existing scenic resources or substantially degrade the existing visual character or quality of the Development Area and its surroundings, and impacts would therefore be less than significant.

With regard to the Off-Site Infrastructure Improvement Areas, these improvements would be limited both in scale and geographic extent, and would be almost entirely underground after installation. Therefore, these Project components also would not change the visual character of the off-site areas, and impacts would be less than significant.

(c) Light and Glare—Construction and Operation (Less than Significant Impact).

Substantial lighting is not anticipated during construction within the Project site areas located within the Ranch, as construction activities would typically occur during daylight hours. If needed for potential nighttime hauling for soil export activities, night lighting would be similar in nature to that currently used within the Ranch for filming activities. Any required security lighting would focus on construction equipment or materials and not on surrounding light-sensitive areas. Additionally, temporary green screen construction fencing would be placed around the periphery of the Development Area to screen much of the construction activity from view at the street level. As such, the Project's potential on-site short-term lighting impacts during construction would be less than significant. Any glare from reflective construction materials would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area and the temporary nature of specific construction activities. The potential for nighttime glare associated with construction activities is unlikely as most construction activities would occur during the day, and any nighttime construction work would be temporary. Further, the placement of green screen construction fencing around the Development Area would reduce any glare effects. As such, the Project would not result in a significant impact related to construction glare.

Construction associated with roadway improvements and the off-site utilities located within Caltrans' jurisdiction would require lighting due to nighttime construction hours; however, those areas currently experience lighting from street lights and passing vehicles and would, therefore, not be expected to introduce substantial glare, and such activities would be temporary. Therefore, there would be less than significant impacts related to light and glare from off-site Project components during construction.

Project lighting during long-term operations would have little impact beyond the limits of the Development Area and therefore would not be expected to affect off-site light-sensitive areas or uses, including motorists on Placerita Canyon Road and SR-14. Almost no light (i.e., less than 0.1 foot candle) would fall within Placerita Creek, and very little light would spill over into the remaining stands of oak trees in the southern portion of the Development Area. Therefore, impacts related to Project lighting would be less than significant. Nonetheless, mitigation measures are proposed to ensure that impacts remain less than significant.

The Project would not create substantial glare effects. All exterior windows, glass, and metal used on building surfaces would be non-reflective or treated with a standard low-reflective or non-reflective glazing. Reflective glare would not be expected due to the respective positions of the sun. While surface parking within the Development Area, and potentially within the Conditional Parking Areas, if developed, could present the potential for sunlight to reflect off of automobiles, these areas are sometimes used for vehicle parking under existing conditions, in addition to nighttime filming that occasionally uses bright light sources. Surface parking areas would be largely shielded from off-site sensitive uses and would include perimeter landscaping. Therefore, glare impacts would be less than significant.

Development within the Off-Site Infrastructure Improvement Areas would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and both lighting and glare impacts would be less than significant.

In conclusion, the Board finds, based on substantial evidence in the record, potentially significant visual quality impacts of the Disney | ABC Studios at The Ranch Project would be reduced to less than significant levels by implementation of the following project design features and mitigation measures:

PDF I-1: Project buildings shall have a maximum building height of 60 feet.

PDF I-2: A vegetation barrier heavily planted with trees and shrubs shall be introduced along portions of Placerita Canyon Road and State Route 14 adjacent to the Development Area, as well as the northern portion of the site to screen the electrical substation from State Route 14.

PDF I-3: The proposed water tank shall be painted a neutral color that is predominant in the surrounding area so as to blend with the surrounding landscape. The water tank color shall be submitted to the County of Los Angeles Department of Regional Planning for approval prior to issuance of a building permit. In addition, the area disturbed during construction immediately surrounding the water tank's ring road and fencing shall be revegetated with native plants, upon completion of tank construction. A landscape plan shall be submitted for approval of plant selection(s) from the County of Los Angeles Department of Regional Planning, Los Angeles

County Fire Department, Newhall County Water District, and California Department of Fish and Wildlife.

MM I-1: Prior to issuance of a building permit, the Applicant shall submit the Project's final design drawings, including a lighting plan to the County of Los Angeles Department of Regional Planning for review and approval, consistent with the County's established codes and procedures.

MM I-2: The Applicant shall submit detailed lighting plans including fixture types and locations to the County of Los Angeles Department of Regional Planning and County of Los Angeles Department of Public Works for review and approval consistent with the County's established codes and procedures prior to issuance of a building permit.

MM I-3: To ensure minimal light trespass on sensitive habitat within Placerita Creek, bridges shall be lit by low focused light located on the side walls or railings and aimed at the road. The lighting along the creek-side of Project buildings shall be located primarily on outdoor decks/balconies and consist of surface-mounted fixtures facing down with full light cutoff to confine light to the decks/balconies and prevent spillover of light onto habitat areas. Lighting in these areas shall be consistent with the approved lighting plan.

3.11 TRAFFIC, ACCESS, AND PARKING

Potential Effect

Based on the evaluation of the following summary list of issues addressed by the significance thresholds, the Project was determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold issue:

- (a) Traffic—Construction and Operation (Less than Significant Impact with Mitigation)
- (b) Traffic Hazards—Construction and Operation (Less than Significant Impact with Mitigation)
- (c) Access—Construction and Operation (Less than Significant Impact with Mitigation)
- (d) Congestion Management Program Intersections and Freeways (Less than Significant Impact with Mitigation)
- (e) Alternative Transportation Policies, Plans, Programs and Facilities (Less than Significant Impact)
- (f) Parking—Construction and Operation (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment as identified in the Final EIR.

Regarding the traffic intersection improvements in areas under the jurisdiction of Caltrans, implementation of mitigation measures MM J-3, MM J-5, MM J-6, MM J-8 and MM J-12 are within the responsibility and jurisdiction of Caltrans and should be adopted by that agency.

Facts Supporting Finding

The Draft EIR analyzed potential impacts regarding traffic, access, and parking in Section V.J, Traffic, Access, and Parking, of the Draft EIR and the Transportation Study for Disney | ABC Studios at The Ranch provided in Appendix I of the Draft EIR, which are incorporated by reference herein. Furthermore, a supplemental analysis of the Project's impacts relative to existing (2010) conditions was conducted based on the decision in *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* (2010) 190 Cal.App.4th 1351, provided in Appendix M of the Draft EIR, which is incorporated by reference herein.

(a) Traffic—Construction and Operation (Less Than Significant Impact With Mitigation).

Construction of the Project would generate traffic from construction worker trips as well as truck trips, including haul trucks for soil export, construction materials, and equipment. The arrival and departure of all construction workers is not expected to occur simultaneously and these trips would generally occur outside of the A.M. and P.M. peak traffic periods based on the Project's typical construction hours of 7:00 A.M. to 3:30 P.M. During site preparation, the demolition of existing uses within the Development Area would result in limited trips, which would have a negligible effect on local roadways. Even if all construction worker trips were assumed to occur during peak hours, impacts related to construction worker traffic would be less than significant, as would demolition trips.

The projected level of truck traffic associated with soil export is conservatively assumed to result in a temporary, short-term adverse impact. However, with implementation of the proposed mitigation measures, haul truck traffic is not expected to result in a significant impact. Similarly, the projected level of truck traffic associated with construction delivery trucks, with implementation of mitigation measure MM J-1, is not expected to result in a significant traffic impact on the street system.

The Project includes off-site utility improvements that would involve construction activities and lane closures on several segments of local roadways. With implementation of mitigation measure MM J-1, Construction Traffic Management Plans would be implemented during construction of the off-site infrastructure improvements to provide for temporary traffic controls to improve traffic flow on public roadways. Thus, any potential traffic impacts from Project-related off-site construction would be reduced to a less than significant level.

The Project would include off-site roadway improvements as part of the Project and as mitigation. Related construction activities would be expected to involve a limited number of construction workers and haul truck trips. Based on the construction hours permitted with Caltrans' jurisdiction, as well as the Project's typical construction hours, construction worker trips would occur outside the peak commuter periods and therefore would be expected to result in limited impacts on area roadways. Additionally, all roadway construction activity would require the implementation of

construction management plans in accordance with County, City, and/or Caltrans standards to ensure appropriate traffic controls are implemented to maintain traffic flows, freeway access, and emergency access. Thus, any potential traffic impacts from the construction of Project-related off-site roadway improvements would be less than significant.

During operation, the Project would create significant impacts at the Sierra Highway and SR-14 Southbound Ramps intersection during both peak hours and at the Sierra Highway and Placerita Canyon Road intersection during the P.M. peak hour. However, mitigation measures MM J-5 and MM J-6 would be implemented to reduce potential impacts to these two study intersections to a less than significant level.

Operation of the off-site infrastructure improvements would not result in uses that would generate traffic on a regular basis. Additionally, the roadway improvements would serve to enhance local circulation and access. Therefore, no impacts would occur.

(b) Traffic Hazards—Construction and Operation (Less Than Significant Impact With Mitigation).

The temporary crossing of Placerita Creek constructed during Project construction would be removed and this portion of the creek would be restored after the completion of grading and slope stabilization. Installation of the water and sewer lines and construction of the roadway improvements would require temporary lane closures along segments of certain roadways. All lane closures would be conducted per the Construction Traffic Management Plans required by mitigation measure MM J-1. Where necessary, temporary traffic control in the form of a flag person would be provided during construction activities to ensure safe traffic operations. Implementation of the proposed improvements would meet all required design and safety standards and would not increase hazards due to a design feature. Additionally, Project construction activities would not introduce incompatible uses. Therefore, impacts associated with traffic hazards would be less than significant.

To improve access to the Development Area and the Ranch as a whole, the Applicant proposes to reconfigure and signalize the SR-14 northbound off-ramp at Placerita Canyon Road. Additional improvements along Placerita Canyon Road at the Project site driveways would also be implemented. These improvements would meet all required design and safety standards and would not increase hazards due to a design feature. Therefore, impacts would be less than significant.

(c) Access—Construction and Operation (Less Than Significant Impact With Mitigation).

As outlined in mitigation measure MM J-1, Construction Traffic Management Plans would be implemented during construction to provide for temporary traffic controls to ensure adequate emergency access to all residences and businesses adjacent to the roadways impacted by utility construction activities. Thus, any potential access impacts from Project-related construction would be reduced to a less than significant level.

Regarding long-term operations, the Project would not exceed the vehicular capacity at either proposed entrance and therefore would not result in a significant access impact associated with

queuing. Mitigation measure MM J-7, combined with the proposed improvements at the intersection of SR-14 Northbound Ramp/Placerita Canyon Road (MM J-8), would improve traffic operations within the Project area as well as ingress/egress to the Development Area.

A sight distance analysis was also conducted for the proposed access locations and the emergency access driveway along Placerita Canyon Road. The access locations would be designed to provide the required sight distances. Therefore, impacts would be less than significant.

(d) Congestion Management Program Intersections and Freeways—Construction and Operation (Less Than Significant With Mitigation).

The Congestion Management Program (CMP) arterial monitoring stations closest to the Ranch are the intersections of Sierra Highway/Placerita Canyon Road, Sierra Highway/Soledad Canyon Road and Sierra Highway/Newhall Avenue. The Project is not expected to add 50 or more trips through these latter two stations during either the A.M. or P.M. weekday peak hours. A potentially significant CMP impact would occur at the intersection of Sierra Highway and Placerita Canyon Road during the P.M. peak hour. This impact would be reduced to a less than significant level with implementation of mitigation measure MM J-6.

Regarding freeway operating conditions, none of the impacted freeway segments is projected to operate at LOS F in the impacted direction and peak hour, and, therefore, the Project would not create a significant impact. Thus, the Project would not create a significant impact at any of the CMP freeway monitoring locations during the A.M. or P.M. peak hours.

Regarding regulatory consistency, based on the lack of impacts to the nearest CMP freeway monitoring locations and mitigation of the one significantly impacted CMP intersection, impacts with respect to consistency with the CMP would be less than significant.

Implementation of the off-site infrastructure improvements would not result in uses that generate traffic on a regular basis. Therefore, negligible, if any, impacts would occur.

(e) Alternative Transportation Policies, Plans, Programs and Facilities (Less Than Significant Impact).

The Project, by virtue of its construction and operational characteristics as well as its Project design features and roadway improvements (proposed as part of the Project and as mitigation), would support many of the transportation goals and policies contained within the General Plan as well as the 1990 Area Plan. The Project would also encourage the use of alternative transportation through the implementation of various programs including a carpool matching program, preferred parking for low-emitting (Zero Emission) and fuel-efficient vehicles as well as carpool/vanpool vehicles; on-site secure, bicycle storage areas; etc. Thus, the Project would be consistent with the intent of the County General Plan Circulation Element, and impacts related to alternative transportation policies would be less than significant.

(f) Parking—Construction and Operation (Less Than Significant Impact).

During Project construction, an adequate number of parking spaces for construction workers would be available at all times within or immediately adjacent to the Development Area on the Ranch.

Construction of the off-site infrastructure improvements would involve limited parking needs that would typically occur within the work zone. Therefore, Project construction would result in a less than significant impact with regard to the availability of parking spaces for construction workers, and traffic conditions would not be adversely affected.

The majority of the Project's parking supply would be provided within surface lots adjacent to the soundstages and buildings on both the northern and southern pads, with additional parking provided in two surface lots located within the LADWP transmission corridor. Two Conditional Parking Areas located east of the Development Area have also been proposed for use if LADWP were to revoke the parking license agreement for parking within the transmission corridor. Thus, all code-required parking could be supplied on the Ranch. The additional parking beneath the utility lines of the LADWP transmission corridor would provide surplus parking to meet worst-case demand requirements and give the Project flexibility regarding parking around the soundstages and office buildings. Furthermore, a limited number of parking spaces would be provided at the trailhead/staging area for the Placerita Canyon Connector Trail, as required by the County Department of Parks and Recreation. As a sufficient number of parking spaces would be provided within the Ranch, operational impacts would be less than significant.

Operation of off-site infrastructure improvements would not result in uses that require parking, nor would any existing parking be removed. Therefore, no impacts would occur.

In conclusion, the Board finds that, based on substantial evidence in the record, potentially significant traffic, access, and parking impacts of the Disney | ABC Studios at The Ranch Project would be reduced to less than significant levels by implementation of the following project design feature and mitigation measures:

PDF J-1: The Project Applicant shall prepare and implement a Transportation Demand Management program to encourage the use of alternative modes of transportation and reduce vehicular traffic on the street and freeway system during the most congested time periods of the day. The Transportation Demand Management program shall be submitted to County of Los Angeles Department of Regional Planning and County of Los Angeles Department of Public Works for review and approval and shall include implementation of several Transportation Demand Management strategies, which shall include, but shall not be limited to the following:

- The provision of information on transportation alternatives including establishment of a Transportation Information Center (transit schedules, maps, bulletin board/kiosk and/or intranet, etc.);
- A rideshare/vanpool/carpool matching program for Disney and ABC employees;
- Preferred parking for low-emitting (Zero Emission) and fuel-efficient vehicles;
- Preferred parking for carpool/vanpool vehicles;
- Video conferencing facilities within the Project;
- On-site secure, bicycle storage areas;

- Alternative work schedules;
- An Emergency Ride Home Program, which may include taxi vouchers and/or the availability of on-site vehicle(s), for Disney and ABC employees who are registered transit users;
- Discounted Disney/ABC employee transit passes;
- Designation of a Transportation Demand Management program coordinator to oversee program implementation; and
- Financial mechanisms and/or programs to provide for the implementation of the Transportation Demand Management program.

MM J-1: Prior to any construction activities and/or issuance of required encroachment permits from Los Angeles County, the City of Santa Clarita and Caltrans, detailed Construction Traffic Management Plans shall be submitted to the relevant agency or agencies for review and approval, consistent with each agency's established codes and procedures. The Construction Traffic Management Plans shall include the following, as required by the applicable public agency or agencies:

- Provisions to configure construction parking to minimize traffic interference;
- Provisions for traffic control during all phases of construction activities to improve traffic flow on public roadways (e.g., flag person);
- Provision of adequate emergency access to all residences and businesses adjacent to the roadways impacted by the utility construction activities during all phases of construction activities;
- Scheduling construction activities to reduce the effect on traffic flow on arterial streets;
- With the exception of travel on Placerita Canyon Road, rerouting construction trucks along parallel routes with less congestion, to reduce travel on congested streets;
- Provision of dedicated turn lanes for movement of construction trucks and equipment on- and off-site in accordance with the Construction Traffic Management Plans approved by the County of Los Angeles Department of Public Works and/or other public agency;
- With the exception of off-site infrastructure improvements, prohibition against parking of construction-related vehicles on streets in predominantly residentially zoned areas;
- Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers on streets impacted by Project construction;

- Requirement that contractors participate in a common carpool registry during all periods of contract performance, with the registry monitored and maintained by the general contractor;
- Scheduling of the majority of construction-related deliveries, other than concrete and earthwork-related deliveries, during off-peak travel periods;
- The Applicant shall submit the detailed Construction Traffic Management Plans to the public agency or agencies having jurisdiction, including the County of Los Angeles Department of Public Works, Caltrans, and the City of Santa Clarita, including the Sheriff and Fire Departments of the County of Los Angeles, the Police and Fire Departments of the City of Santa Clarita, and/or the California Highway Patrol, at least 14 days in advance of any construction activities that may affect emergency response in the areas over which the public agency has or public agencies have jurisdiction.
- All measures identified in the detailed Construction Traffic Management Plans, as approved by the public agency or agencies, shall be implemented during construction to ensure that adequate and safe access remains available on-site and within the Off-Site Infrastructure Improvement Areas.

MM J-2: The Applicant shall obtain the required permits for truck haul routes from the County of Los Angeles Department of Public Works and/or any other public agency, as applicable, prior to the issuance of a grading permit for the Project.

MM J-3: The Applicant shall obtain a Caltrans transportation permit prior to the use of oversized transport vehicles on Caltrans facilities.

MM J-4: Prior to issuance of a grading permit, Applicant shall document and submit all required information and/or material pertaining to the pavement of County roadways along the Project haul route, including the formula for calculating the Project's fair share of any repair and/or reconstruction of County roadways along the Project haul route, to the satisfaction of the County of Los Angeles Department of Public Works. A bond (amount to be reasonably determined by the County of Los Angeles Department of Public Works once a specific haul route is designated) shall be put in place to cover any structural impacts to the roadways along the haul route attributable to the Project's truck trips during hauling.

The Applicant shall reimburse the County of Los Angeles for the cost of any repairs and/or reconstruction of County roadways along the Project haul route attributable to the Project as agreed to by the County of Los Angeles Department of Public Works. The timing of any necessary repairs and/or reconstruction of County Roadways by the Applicant shall be determined by the County of Los Angeles Department of Public Works.

MM J-5: Sierra Highway/SR-14 Southbound Ramps: Prior to issuance of the first certificate of occupancy, the Project Applicant shall install a traffic signal at this intersection with protected left-turn phasing for southbound Sierra Highway. Northbound Sierra Highway shall be widened to provide a separate right-turn only lane onto the SR-14 southbound on-ramp. These improvements shall be the sole responsibility of the Project. Detailed striping/signing and traffic

signal plans shall be submitted to the County of Los Angeles Department of Public Works and Caltrans for review and approval prior to implementation.

MM J-6: Sierra Highway/Placerita Canyon Road: Prior to issuance of the first certificate of occupancy, the Project Applicant shall widen the Placerita Canyon Road westbound approach to provide a free-flow right-turn lane onto northbound Sierra Highway, facilitating traffic flow to the SR- 14 southbound on-ramp. These improvements shall be the sole responsibility of the Project. A detailed striping/signing plan shall be submitted to the County of Los Angeles Department of Public Works and Caltrans for review and approval prior to implementation.

MM J-7: Current Ranch main entrance/Placerita Canyon Road (Easterly Driveway): Prior to issuance of the first certificate of occupancy, the Project Applicant shall install a traffic signal at this intersection. The eastbound approach of Placerita Canyon Road at the intersection shall be striped to provide for a left-turn only lane to improve access to the Ranch. This intersection's southbound approach exiting the Development Area shall be striped to provide one left-turn lane and one right-turn lane. These improvements shall be the sole responsibility of the Project. Detailed striping/signing and traffic signal plans shall be submitted to the County of Los Angeles Department of Public Works for review and approval prior to implementation.

MM J-8: Placerita Canyon Road (new Ranch main entrance)/SR-14 Northbound Ramps: The Project shall provide a direct entrance, if approved by Caltrans, to the Development Area from the SR-14 northbound off-ramp to allow immediate access to the Project. This intersection shall be signalized and the off-ramp widened to provide three lanes (one left-turn lane, one optional through and left-turn lane, and one right turn lane). The eastbound lanes on Placerita Canyon Road shall also be restriped to provide one through lane and one dedicated right-turn lane for the SR-14 northbound on-ramp. Eastbound to northbound left-turns shall be prohibited, and southbound movement out of the Development Area shall be limited to right-turns only. These improvements shall be the sole responsibility of the Project.

MM J-12: The Applicant shall comply with all applicable Caltrans rules and regulations and obtain all necessary approvals from Caltrans, potentially including but not limited to: synchronization of the street signals at Placerita Canyon Road (new Ranch main entrance)/SR-14 Northbound Off-Ramp and Sierra Highway/Placerita Canyon Road; and implementation of an approved soil sampling workplan.

3.12 PUBLIC SERVICES—LAW ENFORCEMENT

Potential Effect

Based on the evaluation of the following summary list of issues addressed by the significance thresholds, the Project was determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold issue:

- (a) Level of Service/Capacity—Construction and Operation (Less than Significant Impact)
- (b) Staffing and Response Times—Construction and Operation (Less than Significant Impact)

(c) Special Law Enforcement Problems (No Impact)

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment as identified in the Final EIR.

Facts Supporting Finding

The Draft EIR analyzed potential impacts regarding law enforcement services in Section V.K.1, Public Services—Law Enforcement, of the Draft EIR and written correspondence with the Los Angeles County Sheriff’s Department and the California Highway Patrol, both provided in Appendix J.1 of the Draft EIR, which are incorporated by reference herein.

(a) Level of Service/Capacity—Construction and Operation (Less than Significant Impact).

During construction, equipment and building materials could be temporarily stored on-site, which could lead to theft. This could require Sheriff Department involvement unless adequate safety and security measures are implemented to secure the Development Area. With implementation of the project design features such as perimeter fencing and periodic site patrols, construction-related impacts on law enforcement services would be less than significant.

With respect to Project operation, the Sheriff’s Department has indicated that since the Project consists of non-residential uses, increased equipment at the Santa Clarita Valley Station would not be necessary to provide service to the Development Area, and impacts would be less than significant. Moreover, the Project would be required to pay the appropriate Law Enforcement Facilities Fee, as established under Chapter 22.74 of the County Code, which would serve to help pay the capital costs of any future new or expanded law enforcement facilities associated with Project-related growth. The Project’s project design features, including the provision of private security guards on-site, would also serve to reduce impacts to law enforcement services. In addition, implementation of the off-site utility and roadway improvements would not result in new or expanded land uses that would require additional law enforcement services. Therefore, the Project would have no operational impacts on law enforcement associated with the Off-Site Infrastructure Improvement Areas.

(b) Staffing and Response Times—Construction and Operation (Less than Significant Impact).

During construction, temporary lane closures, utility line and roadway construction, and the generation of short-term traffic due to the movement of construction equipment and hauling of soil and materials could slow or impede emergency access on-site and off-site. However, the Project would implement Construction Traffic Management Plans during construction to ensure emergency access to the Project site and surrounding vicinity is maintained. As such, impacts with respect to emergency access would be less than significant.

Regarding long-term operations, the Sheriff’s Department has indicated that since the Project consists of non-residential uses, increased staffing at the Santa Clarita Valley Station would not be

necessary to provide service to the Development Area, and impacts would be less than significant. Project development also would result in a less than significant impact on access and local traffic conditions following mitigation. As such, impacts to CHP services are also expected to be less than significant. Finally, the Sheriff's Department has indicated response times to the Development Area would be consistent with the average response times from the Santa Clarita Valley Station for all types of service calls.

(c) Special Law Enforcement Problems (No Impact).

The Project site is not located within an area of special law enforcement problems. Therefore, the Project would have no impacts associated with special law enforcement problems.

In conclusion, the Board finds, based on substantial evidence in the record, potentially significant law enforcement impacts of the Disney | ABC Studios at The Ranch Project would be reduced to less than significant levels by implementation of the following project design features:

PDF K.1-1: During construction, fencing shall be placed around the Development Area to prevent public entry and theft, and periodic and random private security patrols shall be conducted on the Development Area and the Ranch.

PDF K.1-2: The Applicant shall notify the County of Los Angeles Sheriff's Department and California Highway Patrol a minimum of five business days prior to any Project-related lane closures or other road construction and ensure that emergency access remains clear and unobstructed.

PDF K.1-3: The Project's design shall incorporate state-of-the-art security features to provide for the safety of on-site employees and visitors including the provision of 24-hours per day, 7 days per week on-site private security guards with a guard kiosk positioned at the main vehicular entrance, closed circuit television cameras to monitor the Development Area and the Ranch, fencing around portions of the Development Area bordering SR-14 and Placerita Canyon Road, and alarm systems for all Project buildings with motion sensors and video surveillance.

PDF K.1-4: Upon Project completion and prior to issuance of the first certificate of occupancy, the Applicant shall provide the County of Los Angeles Sheriff's Department Santa Clarita Valley Station Commander with a diagram of each portion of the Development Area, including access routes.

PDF K.1-5: The Project's design shall incorporate a Knox Box entry system and lighted building address numbers to facilitate emergency response.

3.13 PUBLIC SERVICES—FIRE PROTECTION

Potential Effect

Based on the evaluation of the following summary list of issues addressed by the significance thresholds, the Project was determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold issue:

- (a) Level of Service/Capacity—Construction and Operation (Less than Significant Impact)
- (b) Staffing and Response Times—Construction and Operation (Less than Significant Impact)
- (c) Special Fire Protection Problems (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment as identified in the Final EIR.

Facts Supporting Finding

The Draft EIR analyzed potential impacts regarding fire services in Section V.K.2, Public Services—Law Enforcement, of the Draft EIR and written correspondence with the Los Angeles County Fire Department, provided in Appendix J.2 of the Draft EIR, which are incorporated by reference herein.

- (a) **Level of Service/Capacity—Construction and Operation (Less than Significant Impact).**

The demand for fire protection and emergency medical services may be increased during Project construction. However, construction managers and supervisory personnel would be trained in emergency response and fire safety operations, as mandated by Occupational Safety and Health Administration (OSHA) and Fire and Building Code requirements. Therefore, construction impacts on fire protection and emergency medical services would be less than significant.

With respect to Project operation, the Project's daytime population would increase the demand for County Fire Department protection and emergency medical services. However, the Project would not, in and of itself, be expected to require new or physically altered facilities. The proposed water storage and distribution system would be designed to meet the fire flow requirements established by the County Fire Department, and the existing 500,000 gallon water tank located within the eastern portion of the Ranch would remain operational. In addition, an extensive list of fire safety features would be incorporated into the Project design, including a fuel modification plan, to ensure adequate fire safety within the Development Area. Finally, the County Fire Department has indicated that payment of the applicable Fire Protection Facilities Fee would fully mitigate any Project impacts on fire protection services. Similarly, implementation of the off-site utility and roadway improvements would not include habitable structures or introduce a new population and as such would not contribute to the demand for fire protection services. Therefore, the Project would have no operational impacts on fire protection services associated with the Off-Site Infrastructure Improvement Areas.

- (b) **Staffing and Response Times—Construction and Operation (Less than Significant Impact).**

During construction, temporary lane closures, utility line and roadway construction, as well as the generation of traffic due to the movement of construction equipment and hauling of soil and

materials could slow or impede emergency access within and around the Project site. However, the Project would implement Construction Traffic Management Plans during construction to ensure emergency access to the Project site and the surrounding vicinity is maintained, consistent with County Fire Department requirements. As such, impacts with respect to emergency access would be less than significant.

Regarding emergency access during long-term operations, the Project's access impacts would be less than significant with mitigation. Additionally, once new Fire Station No. 150 is operational, the Project would meet the response distance standard and response time guidelines, and such impacts would be less than significant. Implementation of the off-site utility and roadway improvements would not include habitable structures or introduce a new population and as such would not contribute to the demand for fire protection services. Therefore, the Project would have no operational impacts on fire protection services associated with the Off-Site Infrastructure Improvement Areas.

(c) Special Fire Protection Problems (Less Than Significant Impact).

Given the Development Area's location within a Very High Fire Hazard Severity (VHFHS) Zone, the Project would comply with all applicable Fire Code and County ordinance requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone. A final fuel modification plan would provide for appropriate setbacks, landscaping, irrigation, and vegetation thinning to create adequate defensible space around all potentially combustible structures and to ensure safe ingress/egress for Fire Department vehicles and personnel. Through compliance with applicable Fire Code and County Fire Department requirements, as well as approval and implementation of the fuel modification plan, impacts with respect to wildfire risk would be less than significant.

In conclusion, the Board finds, based on substantial evidence in the record, potentially significant fire services impacts of the Disney | ABC Studios at The Ranch Project would be reduced to less than significant levels by implementation of the following project design features:

PDF K.2-1: The Applicant shall notify the County of Los Angeles Fire Department a minimum of five business days prior to any Project-related lane closures or other road construction and ensure that emergency access remains clear and unobstructed.

PDF K.2-2: In accordance with County of Los Angeles Fire Department requirements, all required fire hydrants shall be installed, tested, and accepted prior to combustible building construction, and vehicular access to such hydrants shall be maintained during construction.

PDF K.2-3: The Applicant shall submit a fire exhibit that depicts detailed design requirements to the County of Los Angeles Fire Department for review and approval prior to the recordation of the final map or issuance of a building permit.

PDF K.2-4: Following construction and prior to the issuance of the first certificate of occupancy, the Applicant shall submit an emergency response plan for approval by the County of Los Angeles Fire Department. The emergency response plan shall include, but not be limited to, the following:

mapping of site access and emergency exits, evacuation routes for vehicles and pedestrians, and locations of the nearest hospitals and fire stations.

PDF K.2-5: The Applicant shall submit a final fuel modification plan, consistent with the approved Preliminary Fuel Modification Plan contained in Appendix F.8 of the Draft EIR, to be reviewed and approved by the County of Los Angeles Fire Department in accordance with its Fuel Modification Plan Guidelines prior to the issuance of building permits.

PDF K.2-6: All Project construction managers and supervisory personnel shall be trained in emergency response and fire safety operations and a log documenting such training shall be made available for inspection within five business days upon request by the County of Los Angeles Fire Department and County of Los Angeles Department of Regional Planning.

PDF K.2-7: Fire suppression equipment specific to Project construction activities shall be maintained on the construction site in accordance with Occupational Safety and Health Administration and County of Los Angeles Fire Code requirements.

PDF K.2-8: The Project shall incorporate building design features that comply with applicable Los Angeles County Code fire safety requirements. Fire safety design features shall include, but shall not be limited to, the following: use of fire-resistant building materials where appropriate, smoke detection and fire alarm systems throughout most buildings, automatic sprinkler systems where necessary, portable fire extinguishers, and emergency exit signage in all buildings.

PDF K.2-9: The Project shall provide approved street signs, building access numbers, and all-weather emergency access to and within the Development Area. Secondary emergency access shall be provided via a gated driveway on Placerita Canyon Road, between the new main entrance and the current Ranch main entrance. With the exception of the access drive to the proposed electrical substation and the proposed water tank, none of the Project's driveways shall be of a single access design.

3.14 UTILITIES AND SERVICE SYSTEMS—WATER SUPPLY

Potential Effect

Based on the evaluation of the following summary list of issues addressed by the significance thresholds, the Project was determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold issues:

- (a) Water System Capacity—Construction and Operation (Less than Significant Impact)
- (b) Water Supply—Construction and Operation (Less than Significant Impact)
- (c) Fire Flow and Fire Water Supply (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment as identified in the Final EIR.

Facts Supporting Finding

The Draft EIR analyzed potential impacts regarding water supply in Section V.L.1, Utilities and Service Systems—Water Supply, of the Draft EIR, and the Water Supply Assessment and the Domestic and Fire Water Service Technical Report provided in Appendices K.1 and K.2, respectively, of the Draft EIR, and communications with Newhall County Water District (NCWD) personnel, among other sources, which are incorporated by reference herein.

(a) Water System Capacity—Construction and Operation (Less Than Significant Impact).

The Project would require the installation of an on-site water distribution system that would connect to off-site improvements. All improvements would be designed in accordance with the County Code, including the Fire Code, and would be constructed to the satisfaction of the County Department of Public Works, NCWD, and/or the County Fire Department, as applicable. Therefore, the Project's construction impacts associated with installation of the proposed water improvements would be less than significant.

The off-site water improvements would require trenching which would necessitate temporary lane closures. All improvements would be designed in accordance with the County Code and the City of Santa Clarita Municipal Code, as applicable, including their respective Fire Codes, and would be constructed under the oversight of each jurisdiction's Department of Public Works, NCWD, and/or the County Fire Department, as applicable. All lane closures would be conducted per Construction Traffic Management Plans detailed in mitigation measure MM J-1. Vehicle access impacts would be temporary and would cease once the water lines were completed and connected. Therefore, the Project's construction impacts would be less than significant.

Regarding long-term operations, the Project would increase the overall demand for domestic and fire water within the Development Area. However, the Applicant would construct the necessary infrastructure improvements to accommodate demand generated by operations in the Development Area, including a two million gallon water tank that would provide 1.3 million gallons of supplemental capacity for NCWD, and water system capacity problems would not occur. The remainder of the Ranch would continue to use existing wells and the water tank on the eastern side of the outdoor filming area. Therefore, the Project's operational impacts on the existing water system would be less than significant.

Implementation of the off-site infrastructure improvements would not include uses that generate a demand for water. Therefore, impacts would be less than significant.

(b) Water Supply—Construction and Operation (Less Than Significant Impact).

A short-term demand for water would occur during Project construction. These activities would occur incrementally through Project buildout and would be temporary in nature. The amount of

water used during construction is not expected to be substantial, and an adequate supply of water would be available for construction purposes from the on-site well. Construction dewatering would not be required and construction impacts to groundwater would not occur. Therefore, potential construction-related impacts related to water supply would be less than significant.

A short-term demand for water would also occur during construction of the off-site infrastructure improvements. The amount of water used during construction would vary but is not expected to be substantial. Potential construction-related off-site impacts related to water supply would also be less than significant.

Regarding Project operation, NCWD's total projected water supplies available during the next 20 years will meet the projected water demands associated with the Project and existing and other planned uses within NCWD's service area. Therefore, water supply impacts would be less than significant. In addition, impacts with respect to the existing private well water system would be less than significant.

Operation of the off-site infrastructure improvements is not anticipated to generate water demand. As such, water supply impacts associated with the off-site infrastructure improvements would be less than significant.

(c) Fire Flow and Fire Water Supply (Less Than Significant Impact).

The Project's on- and off-site water infrastructure would be designed to meet or exceed fire flow requirements established by the County Fire Department. Therefore, impacts associated with fire water supply and fire flow would be less than significant.

In conclusion, the Board finds, based on substantial evidence in the record, potentially significant water supply impacts of the Disney | ABC Studios at The Ranch Project would be reduced to less than significant levels by implementation of the following project design features:

PDF L.1-1: The Project shall include the construction of a 2,000,000 gallon water tank and associated water line to be located on the Ranch south of Placerita Canyon Road (i.e., within the Water Tank Area).

PDF L.1-2: The Project shall incorporate water conservation features pursuant to Title 20 Section 1605 of the California Code, which shall reduce the Project's water demand by at least 20 percent.

PDF L.1-3: The Project shall incorporate water conservation features that shall reduce the Project's landscaping water demand by at least 50 percent from business as usual (i.e., without water conservation measures in place).

3.15 UTILITIES AND SERVICE SYSTEMS—WASTEWATER/SEWAGE DISPOSAL

Potential Effect

Based on the evaluation of the following summary list of issues addressed by the thresholds, the Project was determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold issue:

- (a) Wastewater Treatment Requirements (Less than Significant Impact)
- (b) Wastewater System Capacity—Construction and Operation (Less than Significant Impact)
- (c) Wastewater Treatment Facilities—Construction and Operation (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment as identified in the Final EIR.

Facts Supporting Finding

The Draft EIR analyzed potential impacts regarding wastewater/sewage disposal in Section V.L.2, Utilities and Service Systems—Wastewater/Sewage Disposal, of the Draft EIR and the Sanitary Sewer Service Technical Report and the Sewer Area Study provided in Appendices K.3 and K.4, respectively, of the Draft EIR, which are incorporated by reference herein.

(a) Wastewater Treatment Requirements (Less Than Significant Impact).

The Project is not anticipated to generate sewage flows containing constituents that would jeopardize the ability of the Santa Clarita Valley Joint Sewerage System (SCVJSS) to operate within its established wastewater treatment requirements. Further, wastewater from the Project would be treated according to the treatment requirements enforced by the NPDES permit authorized by the RWQCB. Implementation of the off-site infrastructure improvements would not include uses that generate wastewater. Therefore, the Project would not exceed any wastewater treatment requirements, and impacts would be less than significant.

(b) Wastewater System Capacity—Construction and Operation (Less Than Significant Impact).

Wastewater generated from Project construction is not anticipated to enter the local conveyance system and therefore would not affect existing sewer line capacities in the area. As such, Project construction impacts to the wastewater system would be less than significant.

The Project's proposed on- and off-site wastewater improvements would be designed in accordance with applicable standards and constructed to the satisfaction of the County Sanitation Districts, LACDPW, and the City of Santa Clarita Department of Public Works, as appropriate.

Temporary lane closures would be necessary during construction of the off-site sewer line along segments of certain roadways and would be conducted per the Construction Traffic Management Plans. Vehicle access impacts would be temporary and would cease once the improvements were completed and connected. Therefore, the Project's construction impacts would be less than significant.

Upon compliance with Los Angeles County Department of Public Health Environmental Protection Bureau conditions, the Project would not result in any adverse impact with respect to replacement of the existing septic tank. The existing private septic sewer systems that serve the other residential and office buildings on the Ranch would not be affected by the proposed improvements.

Development of the Project would result in an increase in wastewater flows during Project operations. The Project's proposed wastewater collection system would be sized to account for Project wastewater as well as potential wastewater flows generated by future downstream development. Additionally, based on the approved Sewer Area Study, the Project would not require any upgrades to the City's existing downstream system. As such, Project operations would not cause any wastewater system capacity problems or result in a significant impact associated with new or expanded wastewater facilities. Therefore, impacts would be less than significant.

Implementation of the off-site infrastructure improvements would not include uses that would generate wastewater. As such, impacts would be less than significant.

(c) Wastewater Treatment Facilities—Construction and Operation (Less Than Significant Impact).

Wastewater generated from Project construction activities would not enter the local conveyance system and therefore would not require treatment. Therefore, Project construction impacts on wastewater treatment facilities would be less than significant.

Wastewater generated by Project operations would not require additional treatment beyond that typically provided for domestic wastewater flows from restrooms and kitchens. Wastewater generated within the Development Area would ultimately be conveyed for treatment at one of the water reclamation plants within the SCVJSS, which has adequate capacity to accommodate Project flows. The Off-Site Infrastructure Improvement Areas would not include uses that would generate wastewater. Therefore, operational impacts on wastewater treatment facilities would be less than significant.

In conclusion, the Board finds, based on substantial evidence in the record, potentially significant wastewater/sewage disposal impacts of the Disney | ABC Studios at The Ranch Project would be reduced to less than significant levels by implementation of the following project design features:

PDF L.2-1: In compliance with the requirements of the County Sanitation Districts of Los Angeles County, kitchen drains shall be provided with oil separators to treat wastewater prior to discharge to the on-site sewer system.

PDF L.2-2: The sewer line proposed as part of the Project within the City of Santa Clarita shall be encased where it crosses the City of Los Angeles Department of Water and Power aqueduct (constructed above ground) and Placerita Creek (two crossings below ground).

3.16 UTILITIES AND SERVICE SYSTEMS—SOLID WASTE

Potential Effect

Based on the evaluation of the following summary list of issues addressed by the significance thresholds, the Project was determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold issue:

- (a) Landfill Capacity—Construction and Operation (Less than Significant Impact)
- (b) Compliance with Solid Waste Regulations (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment as identified in the Final EIR.

Facts Supporting Finding

The Draft EIR analyzed potential impacts regarding solid waste in Section V.L.3, Utilities and Service Systems—Solid Waste, of the Draft EIR, which is incorporated by reference herein.

(a) Landfill Capacity—Construction and Operation (Less Than Significant Impact).

Construction of the Project would require earthwork, the demolition of an existing building, and the construction of new buildings in the Development Area. Project construction would therefore generate construction and demolition waste, approximately 75 percent of which would be recycled, resulting in approximately 305.5 tons for disposal, in addition to approximately 350,000 cubic yards of soil export. As indicated in the 2009 Los Angeles County Integrated Waste Management Plan (CoIWMP), unclassified landfills have adequate capacity and generally do not face capacity shortages. Thus, the County's unclassified landfills would have adequate capacity to accommodate Project-generated construction and debris waste, and construction-related impacts regarding solid waste would be less than significant.

Construction of the off-site infrastructure improvements would require earthwork, which would generate soil for export that would be sent to the County's unclassified landfills. Impacts from the off-site infrastructure improvements related to landfill capacity in the region would be less than significant.

Regarding long-term operations, operations in the Development Area would dispose approximately 1,364 tons of solid waste per year at County's Class III landfills, which would represent approximately 0.0009 percent of the 2009 estimated remaining capacity at the County's Class III landfills and 0.02 percent of the solid waste disposed at Class III landfills in the County

of Los Angeles in 2009. At least 50 percent of the solid waste generated by the Project would be diverted through implementation of the Project design features. The off-site improvements do not include habitable structures that would generate solid waste. Thus, the available capacity of the existing and/or planned landfills would not be exceeded, and impacts on solid waste generation from operation of the Project and off-site infrastructure improvements would be less than significant.

(b) Compliance with Solid Waste Regulations (Less Than Significant Impact).

The Project would recycle 75 percent of the construction waste and divert at least 50 percent of the operational waste through implementation of the project design features. In addition, the Project would comply with County requirements related to recycling. The off-site infrastructure improvements do not include habitable structures that would generate solid waste. Therefore, construction and operational activities would comply with solid waste regulations, and the Project would result in less than significant impacts.

In conclusion, the Board finds, based on substantial evidence in the record, potentially significant solid waste impacts of the Disney | ABC Studios at The Ranch project would be reduced to less than significant levels by implementation of the following project design features:

PDF L.3-1: The Project shall establish a Solid Waste Diversion Program of 50 percent for Project operations.

PDF L.3-2: The Project shall establish a Solid Waste Diversion Program of 75 percent for Project construction.

PDF L.3-3: The Applicant shall ensure that the construction contractor shall only contract for solid waste disposal services with a company that recycles demolition and construction-related wastes, as required per the Los Angeles County Code.

PDF L.3-4: The Applicant shall provide readily accessible areas around the Project site for the deposit, storage, and collection of non-hazardous materials for recycling.

3.17 UTILITIES AND SERVICE SYSTEMS—ENERGY

Potential Effect

Based on the evaluation of the following summary list of issues addressed by the significance thresholds, the Project was determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold issue:

- (a) Compliance with Los Angeles County Green Building and Drought-Tolerant Landscaping Ordinances (Less than Significant Impact)
- (b) Inefficient Use of Energy Resources (Less than Significant Impact)
- (c) Electricity—Construction and Operation (Less than Significant Impact)

(d) Natural Gas—Construction and Operation (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment as identified in the Final EIR.

Facts Supporting Finding

The Draft EIR analyzed potential impacts regarding energy in Section V.L.4, Utilities and Service Systems—Energy, of the Draft EIR and the Dry Utilities Report provided in Appendix K.5 of the Draft EIR, which are incorporated by reference herein.

(a) Compliance with Los Angeles County Green Building and Drought-Tolerant Landscaping Ordinances (Less Than Significant Impact).

The Project would incorporate relevant sustainability features set forth in the County's Green Building ordinance and would comply with the County's Green Building Standards, including achievement of various levels of LEED™ Certification, as applicable, as detailed in project design feature PDF L.4-2. Project design feature PDF F-1 would ensure that at least 75 percent of the Project's landscaped area would contain plants from the Los Angeles County Drought-Tolerant Plant List, in accordance with the Drought-Tolerant Landscaping ordinance. As such, impacts related to the Project's compliance with Los Angeles County Green Building and Drought-Tolerant Landscaping ordinances would be less than significant.

The off-site infrastructure improvements do not include habitable structures requiring building permits and would not be subject to the County's Green Building or Drought-Tolerant Landscaping ordinances. No impact relative to compliance would occur.

(b) Inefficient Use of Energy Resources (Less Than Significant Impact).

The Project would, in conjunction with LEED™ design elements, include a variety of conservation features intended to reduce energy usage by at least 15 percent below the equivalent of Title 24 (2008) standards. The off-site infrastructure improvements do not include habitable structures that would require the use of energy resources. Therefore, the Project would not involve the inefficient use of energy resources, and impacts would be less than significant.

(c) Electricity—Construction and Operation (Less Than Significant Impact).

Overall, construction activities would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies or infrastructure. With the exception of an estimated nine Southern California Edison (SCE) power poles to be replaced off-site, construction of the improvements related to the Project's power needs would occur within Ranch property and are not anticipated to affect surrounding uses or existing electricity infrastructure. The Project's on-site construction activities would not create electrical system capacity problems, create problems with the provision of electrical service, or result in a significant impact associated with the construction of new or expanded electricity facilities. As such, impacts would be less than significant.

Similarly, off-site construction activities would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies or infrastructure. The replacement of the estimated nine existing overhead distribution poles would be scheduled so as to minimize disruption of service to other users in the area. Therefore, impacts would be less than significant.

During long-term operations, operations in the Development Area would account for approximately 0.01 percent of future electricity usage throughout SCE's planning area. While the availability of electricity depends upon adequate generating capacity and fuel supplies, SCE has indicated it can supply the Project's estimated power requirement. The incorporation of a variety of energy conservation measures beyond those required under Title 24 also would ensure considerable reductions in energy usage. The off-site infrastructure improvements do not include habitable structures that would require the use of electricity. The booster pump needed for the proposed off-site water line would have limited energy needs of approximately 200 to 300 amperes (roughly equivalent to that of a single-family residence), similar to other water infrastructure that already exists in the area (e.g., near Deputy Jake Drive where multiple water tanks exist). As such, operational impacts associated with electricity supplies, infrastructure, and energy conservation requirements would be less than significant.

(d) Natural Gas—Construction and Operation (Less Than Significant Impact).

The construction of new buildings and infrastructure typically does not involve the consumption of natural gas. Therefore, natural gas would not be supplied to support Project construction activities and there would be no demand generated by the construction of new on-site facilities or the off-site utility improvements. Construction of the central utility plant and an on-site natural gas distribution system would occur within Ranch property and is not anticipated to affect surrounding uses or existing gas infrastructure. In addition, The Gas Company would be notified in advance of proposed ground disturbance activities to ensure avoidance of natural gas lines and disruption of gas service. Therefore, Project impacts on natural gas associated with on-site and off-site short-term construction activities would be less than significant.

During long-term operations, operations in the Development Area would represent approximately 0.001 percent of The Gas Company's total 2008 natural gas deliveries and roughly 0.001 percent of total demand in the service area in 2020. The Gas Company has concluded existing and planned natural gas supplies would be sufficient to support the Project's natural gas consumption. The Gas Company has also indicated that it has the necessary facilities to serve the Project without impacting existing service in the area. The off-site infrastructure improvements do not include habitable structures that would require the use of natural gas. As such, operational impacts associated with natural gas supplies, infrastructure, and energy conservation requirements would be less than significant.

In conclusion, the Board finds, based on substantial evidence in the record, potentially significant energy impacts of the Disney | ABC Studios at The Ranch Project would be reduced to less than significant levels by implementation of the following project design features:

PDF L.4-1: The Project shall incorporate energy conservation features to reduce energy usage by at least 15 percent below the equivalent of Title 24 (2008) standards.

PDF L.4-2: As part of the Project, the proposed soundstages, production offices, and the administration building shall comply with the County's Green Building ordinance and achieve Leadership in Energy and Environmental Design (LEED™) Silver Certification or equivalent. The commissary shall comply with the County's Green Building ordinance and achieve LEED™ Certification or equivalent. The writers/producers bungalows shall comply with the County's Green Building ordinance. While the mills and the warehouse are exempt from County Code Sections 22.52.2130.C.1 and 22.52.2130.D regarding energy conservation and third party rating systems, they shall comply with the other applicable sections of the County's Green Building ordinance and achieve equivalency of LEED™ Certification. The substation and central utility plant would be exempt from the County's Green Building ordinance.

3.18 ENVIRONMENTAL SAFETY/FIRE HAZARDS

Potential Effect

Based on the evaluation of the following summary list of issues addressed by the significance thresholds, the Project was determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold issue:

- (a) Hazardous Materials Use, Storage, and Management—Construction and Operation (Less than Significant Impact)
- (b) Upset and Accident Conditions—Construction (Less than Significant Impact with Mitigation); Upset and Accident Conditions—Operation (Less than Significant Impact)
- (c) Emergency Response Plan (Less than Significant Impact with Mitigation)
- (d) Fire Hazards (Less than Significant Impact)
- (e) Soil Toxicity and Groundwater (Less than Significant Impact with Mitigation)
- (f) Other Environmental Safety Factors (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment as identified in the Final EIR.

Facts Supporting Finding

The Draft EIR analyzed potential impacts regarding environmental safety and fire hazards in Section V.M, Environmental Safety/Fire Hazards, of the Draft EIR and the Environmental Records Searches I and II and Soil Sampling Analytical Report, provided in Appendices L.1 to L.3, respectively, of the Draft EIR, which are incorporated by reference herein.

(a) Hazardous Materials Use, Storage, and Management—Construction and Operation (Less Than Significant Impact).

During grading and building construction, common construction-related hazardous materials could be used, handled, and/or stored on-site, which could increase the potential for hazardous materials releases and, subsequently, the exposure of people and the environment to hazardous materials. However, implementation of project design feature PDF M-1 would ensure all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which would prevent or minimize the potential for accidental releases. Any associated risk would be adequately reduced to a less than significant level. As such, on-site construction would not create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials or use of pressurized tanks. In addition, on-site construction activities would not handle hazardous materials, substances, or waste within 0.25 mile of a sensitive land use or an existing or proposed school.

For similar reasons, impacts from construction of the off-site infrastructure improvements would be reduced to a less than significant level through regulatory compliance. Further, none of the construction activities would pose a potentially dangerous fire hazard beyond that associated with the typical use of fuels and oils, and the construction activities within the Off-Site Infrastructure Improvement Areas would not be expected to emit hazardous emissions or utilize acutely hazardous materials. As such, despite the proximity of sensitive uses, construction within the Off-Site Infrastructure Improvement Areas would not create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials or use of pressurized tanks.

Through the development of new facilities, both the number of hazardous materials users and the quantity of hazardous materials used would increase as part of Project operations. With implementation of hazardous materials management on-site and implementation of project design feature PDF M-1, operational impacts associated with the on-site use, storage, transport, and management of hazardous materials would be less than significant. On-site operations would not involve the use or generation of hazardous materials, substances, or waste within 0.25 mile of a sensitive land use or an existing or proposed school.

In addition, it is anticipated that hazardous waste generating activities would also increase. However, implementation of source reduction measures required under the Hazardous Waste Source Reduction and Management Review Act (Senate Bill 14) are anticipated to reduce the generation of operational hazardous waste streams. Due to these required on-site waste reduction efforts and the fact that the majority of typical/operational hazardous waste would be conveyed to licensed treatment, disposal and resource recovery facilities, it is not anticipated that the Project would result in a significant increase in demand for hazardous waste landfill capacity. Compliance with applicable regulations related to the handling, storage and disposal of hazardous waste would be effective in reducing the potential for a release of hazardous substances from the proposed uses, including the proposed central utility plant. In the event of an accidental release of hazardous materials, the Applicant would follow appropriate emergency response procedures. Thus, a less than significant impact would result.

The Off-Site Infrastructure Improvement Areas would not include uses that would result in a corresponding increase in the acquisition, use, handling and storage of hazardous materials. With compliance with regulatory requirements, off-site operational impacts associated with the use, storage, transport, and management of hazardous materials and waste would be less than significant.

(b) Upset and Accident Conditions—Construction (Less Than Significant Impact With Mitigation); Upset and Accident Conditions—Operation (Less Than Significant Impact).

Asbestos containing materials (ACMs) and lead-based paint (LBP) could be encountered during demolition activities, which could expose workers to hazardous materials and result in a potentially significant impact. However, implementation of project design feature PDF M-1 and mitigation measures MM M-4 and MM M-5 would ensure that any potential ACMS or LBPs found during construction would be managed in accordance with all applicable laws and regulations. Thus, impacts would be less than significant.

Given the current and previous use of the Ranch portions of the Project site, it is not likely that Polychlorinated Biphenyls (PCBs) are present. Nonetheless, in the event that PCBs are found and may have contaminated soils, mitigation measures MM M-1 through MM M-3 would be implemented in accordance with SCAQMD's Rule 1166, to make the area suitable for grading activities to resume. Therefore, potential impacts would be reduced to less than significant levels.

No underground storage tanks (USTs) are known to exist on the Ranch. As such, Project construction would not be expected to uncover or disturb USTs. Construction within the Development Area would not occur near or otherwise disturb the existing aboveground storage tanks (ASTs) located on the Project site. Implementation of mitigation measures MM M-1 through MM M-3 would address the potential discovery of contaminated soil during construction, excavation and grading activities. As such, Project construction would not result in a significant impact related to USTs or ASTs.

Two plugged and abandoned oil wells have been mapped within the westernmost portion of the Development Area. The Applicant would coordinate with the County to ensure County and California Department of Conservation Division of Oil, Gas and Geothermal Resources (DOGGR) requirements regarding development in proximity to active and abandoned oil wells would be met, as ensured via implementation of mitigation measures MM M-6 and MM M-7. Therefore, impacts associated with development in proximity to abandoned wells or with any previously unidentified abandoned oil wells would be less than significant.

Active oil production occurs at the southwest corner of the Ranch (near the Water Tank Area). With the exception of the proposed water tank, water line, associated infrastructure, and portions of the trail, no Project construction would occur in this area. The potential also exists for unknown abandoned wells to be located in the area. Thus, the Applicant would coordinate with the County to ensure County and DOGGR requirements regarding development in proximity to active or abandoned oil wells would be met, as ensured via implementation of mitigation measures MM M-6 and MM M-7. Therefore, impacts associated with proximity to existing and abandoned oil wells and the potential uncovering of abandoned oil wells would be less than significant.

Construction in the Off-Site Infrastructure Improvement Areas would not involve the demolition of any structures and therefore would not present any potential for the release of ACMs, LBP, or PCBs. Additionally, no USTs or ASTs are known to exist within the proposed improvement areas. However, oil production uses do occur throughout the vicinity and associated wells may exist on private properties near the Off-Site Infrastructure Improvement Areas, but do not exist within the public rights-of-way within which the vast majority of improvements would be located. Additionally, the Oak Orchard Alignment for the proposed sewer line would traverse The AES Corporation's property, which has been identified in the Envirofacts database as a small generator of hazardous waste. As such, construction of the Off-Site Infrastructure Improvements would comply with County and DOGGR requirements regarding development in proximity to active and abandoned oil wells, if any are found. Similarly, the Applicant (and the City of Santa Clarita, who would be responsible for construction of the City portions of the Oak Orchard Alignment) would coordinate with the County Fire Department and any other appropriate regulatory agency in the event USTs or ASTs are discovered within the construction zone. With implementation of these required procedures, rules and regulations, as well as mitigation if needed, impacts associated with reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant.

Building materials would include commercially sold materials that are not anticipated to increase the occurrence of friable asbestos, ACMs, or LBPs at the Ranch. With compliance with existing laws and regulations, operation of the Project would not expose people to substantial risk resulting from the release or explosion of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. Therefore, no significant impacts associated with asbestos, ACMs, and LBPs are anticipated from operation of the Project.

No known sources of PCBs are located within the Project site and modern electrical facilities and fixtures are no longer permitted to contain. As such, the development and maintenance of electrical systems associated with the Project would not expose persons to PCBs. All operations on the Ranch would continue to comply with applicable laws in the future. Therefore, no significant impacts associated with human exposure to PCBs are anticipated from Project operation.

There are no known USTs within the Ranch, and Project development would not disturb the existing ASTs located on the Project site. No modifications to the existing ASTs or the development of new USTs or ASTs are proposed by the Project. In addition, compliance with applicable regulations related to the handling, storage and disposal of hazardous waste would be effective in reducing the potential for a release of hazardous substances from the proposed uses. Therefore, no impact associated with USTs or ASTs and hazardous waste would result.

Oil production within the southwest corner of the Ranch would be unaffected by the Project. The Project also would not affect access to the known abandoned wells located within the westernmost portion of the Development Area adjacent to SR-14. Furthermore, the Project would comply with all regulatory requirements associated with proximity to active and abandoned wells (see mitigation measures MM M-6 and MM M-7 above). As a result, Project operations would have a less than significant impact on active or known abandoned wells and oil wells.

Other than limited aboveground infrastructure such as a booster pump station and a sewer crossing of the LADWP aqueduct, which would be located on public property, the utility improvements

would involve underground pipelines that would not be visible following installation and repaving of the roadways. The off-site roadway intersection improvements would occur within or immediately adjacent to existing roadways (within existing right-of-way) and would not represent a change in use from existing conditions. The off-site infrastructure improvements would not include any habitable structures that could expose people to ACMs, LBPs, or PCBs, nor would they involve any USTs or ASTs. As such, no impacts relative to upset and accident conditions involving the release of hazardous materials would occur.

(c) Emergency Response Plan (Less Than Significant Impact With Mitigation).

Construction Management Plans (mitigation measure MM J-1) would be implemented during construction to ensure adequate emergency access to and within the Ranch and in the surrounding vicinity is maintained. Therefore, construction of the Project is not anticipated to significantly affect emergency access nor impair implementation of, or physically interfere with, any adopted or on-site emergency response or evacuation plans or a local, state, or federal agency's emergency evacuation plan. Impacts would be less than significant.

As part of the Project, an emergency response and/or evacuation plan for the proposed studio development would be submitted to the County Fire Department and the County Department of Public Works, as appropriate. The Project's roadway impacts would be reduced to a less than significant level with the traffic mitigation measures. Adequate routes for emergency response and evacuation would be provided to and throughout the Project site. Therefore, the Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

(d) Fire Hazards (Less Than Significant Impact).

Given the Project site's location within a VHFHS Zone, the Project would comply with all applicable Fire Code and County ordinance requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone. A final fuel modification plan would be submitted for review and approval to the Forestry Division of the County Fire Department before the issuance of building permits. In addition, the Project would implement Construction Traffic Management Plans during construction to ensure emergency access, as previously discussed. Further, the Project's roadway impacts would be reduced with mitigation. Regarding fire flow, with the incorporation of the on- and off-site water improvements, adequate fire flow would be available for the Project. Additionally, the existing 500,000 gallon water tank located within the eastern portion of the Ranch would remain operational and would continue to be available to fight off-site fires. No known potentially dangerous fire hazard uses have been identified in close proximity to the Project site.

With respect to the Off-Site Infrastructure Improvement Areas, while small generators of hazardous waste exist in close proximity, such uses do not represent dangerous fire hazards beyond those hazards already addressed above. Therefore, impacts with respect to fire hazards would be less than significant.

(e) Soil Toxicity and Groundwater (Less Than Significant Impact With Mitigation).

Subsurface soil contamination was found at the Project site at very low concentrations that are not anticipated to represent an environmental hazard to humans. Thus, the potential for grading activities to expose workers to unidentified subsurface soil contamination or result in the release of hazardous materials into the environment would be low. Nonetheless, in the unanticipated event that subsurface soil contamination was found during grading, implementation of mitigation measures MM M-1 and MM M-2 would ensure proper treatment. There are also numerous active and abandoned wells within the southwest corner of the Ranch. While no inhabited structures are proposed on this portion of the Ranch, the Project's proposed water delivery infrastructure would include construction within this area of the Ranch. Thus, there is the potential for unknown subsurface soil contamination to be present in this area and although not anticipated, the construction of the proposed water infrastructure has the potential to expose workers to subsurface soil contamination or result in the release of hazardous materials into the environment. Implementation of mitigation measures MM M-1 through MM M-3 would ensure potential impacts would be less than significant.

These mitigation measures also would be used in the area of the abandoned wells within the westernmost portion of the Development Area adjacent to SR-14, as well as within the Off-Site Infrastructure Improvement Areas, as necessary, should any contaminated soils be discovered to ensure potential impacts would be less than significant.

Groundwater contamination sources are not known to be located within two miles upstream of the Project site. Further, implementation of the Off-Site Infrastructure Improvements would not affect local groundwater resources. As such, impacts associated with groundwater contamination in the vicinity of the Project would be less than significant.

(f) Other Environmental Safety Factors (Less Than Significant).

In accordance with LADWP requirements, all habitable Project structures would be located a minimum of 100 feet from the dripline of the transmission lines within the LADWP transmission corridor. No other environmental safety factors that may affect or be caused by the Project exist in the area. No impact would occur.

The Board finds, based on substantial evidence in the record, potentially significant environmental safety and fire hazard impacts of the Disney | ABC Studios at The Ranch Project would be reduced to less than significant levels by implementation of the following project design feature and mitigation measures:

PDF M-1: All hazardous materials within the Project site shall be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements.

MM M-1: If previously unidentified soil contamination is observed by sight or smell or indicated by testing by a qualified professional using a portable volatile organic compound analyzer during excavation and grading activities, excavation and grading within such an area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-

up measures are implemented, as contained in the South Coast Air Quality Management District's Rule 1166, to make the area suitable for grading activities to resume. In the event contamination is found, the Applicant shall notify the Los Angeles County Fire Department, the South Coast Air Quality Management District, and/or the California Department of Toxic Substances Control, as applicable. The contaminated soil shall be evaluated and excavated/disposed of, treated in-situ (in-place), or otherwise managed and disposed of in accordance with all applicable federal, State, and local laws and regulations.

MM M-2: During grading for construction of the proposed water tank and associated water line in the southwest corner of the Ranch and construction in the westernmost portion of the Development Area containing abandoned oil wells, a qualified professional shall observe by sight or smell and test using a portable volatile organic compound analyzer the surrounding soil for the presence of potential contaminants. In the event contamination is found, grading and excavation in the area shall be temporarily halted and the Applicant shall notify the Los Angeles County Fire Department, the South Coast Air Quality Management District, and/or the California Department of Toxic Substances Control, as applicable. Any soil found to be contaminated shall be excavated/disposed of, treated in-situ (in-place), or otherwise managed and disposed of in full compliance with all applicable federal, State, and local laws and regulations, including the South Coast Air Quality Management District's Rule 1166 before grading and excavation can resume in the contaminated area.

MM M-3: Prior to the issuance of any grading permit, a qualified professional shall conduct soil testing for pesticides, petroleum hydrocarbons, and vapors in the following areas where agricultural operations and oil production activities have occurred but testing has not been previously conducted: the portion of the Development Area located east of the southern fill pad, the Water Tank Area, and the Conditional Parking Areas, if developed. In the event contamination is found, the Applicant shall notify the Los Angeles County Fire Department and/or the California Department of Toxic Substances Control, as applicable. Any soil found to be contaminated shall be evaluated, managed, treated or disposed in full compliance with all applicable federal, State, and local laws and regulations prior to construction in the affected area.

MM M-4: Prior to the issuance of any demolition permit for an existing building within the Project site with asbestos-containing materials, the Applicant shall provide a copy of the qualifications/license of the asbestos abatement contractor that will perform the abatement or removal of asbestos to the County of Los Angeles Department of Public Works Building and Safety Division and the County of Los Angeles Fire Department Health Hazardous Materials Division. If required, the Applicant shall submit a Hazardous Building Materials Demolition

Assessment and Management Plan to the County of Los Angeles Department of Public Works and the County of Los Angeles Fire Department for review and approval to ensure compliance with all applicable federal, State, and local laws and regulations.

MM M-5: Prior to the issuance of any demolition permit for any existing building within the Project site containing lead-based paint, the Applicant shall provide a copy of the qualifications/license of the lead-based paint abatement contractor that will perform the abatement or removal of lead-based paint to the County of Los Angeles Department of Public Works Building and Safety Division and the County of Los Angeles Fire Department Health Hazardous Materials

Division. If required, the Applicant shall submit a Hazardous Building Materials Demolition Assessment and Management Plan to the County of Los Angeles Department of Public Works and the County of Los Angeles Fire Department for review and approval to ensure compliance with all applicable federal, State, and local laws and regulations.

MM M-6: In accordance with Section 110.4 of the County of Los Angeles Building Code, the Project development plans shall comply with the required setbacks from oil and gas wells, as determined by the California Department of Conservation Division of Oil, Gas and Geothermal Resources and the County of Los Angeles Department of Public Works. As part of these requirements, buildings or structures to be located between 25 to 200 feet of active, abandoned or idle oil or gas wells shall be designed according to recommendations prepared by a licensed Civil Engineer and approved by the County Building Official.

MM M-7: Prior to issuance of a grading permit, the Applicant shall submit documentation to the County of Los Angeles Department of Public Works to verify that all oil wells within 200 feet of Project buildings or structures have been properly abandoned according to required standards. If the wells were not abandoned properly, as determined by the California Department of Conservation Division of Oil, Gas and Geothermal Resources, the wells shall be re-abandoned in accordance with the requirements of the California Department of Conservation Division of Oil, Gas and Geothermal Resources.

3.19 LAND USE

Potential Effect

Based on the evaluation of the following summary list of issues addressed by the significance thresholds, the Project was determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold issue:

- (a) Physical Division of an Established Community (Less than Significant Impact)
- (b) Land Use Designation Consistency (Less than Significant Impact)
- (c) Zoning Designation Consistency (Less than Significant Impact)
- (d) Hillside Management Criteria, Significant Ecological Area Criteria, or Any Other Applicable Land Use Criteria Conflict (Less than Significant Impact)

Finding

The Project would have a less than significant impact on land use, and therefore no mitigation measures are proposed or required.

Facts Supporting Finding

The Draft EIR analyzed potential impacts regarding land use in Section V.N, Land Use, of the Draft EIR, which is incorporated by reference herein.

(a) Physical Division of an Established Community (Less Than Significant Impact).

The Ranch is not part of an established community. The proposed facilities would not represent a departure from current uses within the Ranch and thus would not introduce new uses that may disrupt or divide any adjacent uses. Further, other than off-site utility and roadway improvements, all proposed development would be contained within the Ranch.

With respect to the Project's general land use compatibility with nearby open space, national forest, and park lands, proposed development would be concentrated within a previously disturbed area in the westernmost portion of the Ranch, adjacent to SR-14. The vast majority of the Ranch would be maintained in its current, mostly undeveloped condition, with the exception of oak tree mitigation planting, which would further enhance the natural qualities and biotic value of the existing areas of the Ranch east of the Development Area. The Project would also be compatible with the natural resources and rural character of the area.

With regard to the Project's physical operations, while operations could occur 24 hours per day, the majority of proposed studio and production uses would occur indoors, with little impact in terms of noise or light spillover onto off-site areas. Furthermore, the existing outdoor filming activities, which would continue under the Project, are currently permitted to occur 24 hours per day, and thus proposed operations would not change from current conditions. The Project would not substantially or adversely change the existing relationships between the land uses or properties in surrounding neighborhoods or communities, nor would it have the long-term effect of adversely altering a neighborhood or community through ongoing disruption, division, or isolation. Land use impacts on surrounding uses would therefore be less than significant.

Development within the Off-Site Infrastructure Improvement Areas would occur primarily in existing road rights-of-way that pass through various residential areas, including the subdivisions to the west and southwest of the Ranch. While construction of the improvements may temporarily affect nearby residences, no permanent physical improvements that could disrupt or divide an established community would occur. Limited aboveground utility facilities (e.g., a booster pump station and an encased portion of the sewer line crossing the LADWP aqueduct) would be constructed and would not be of a size, nature, or in a location that would disrupt or divide an established community, particularly given the amount of industrial, utility and other infrastructure that presently exist throughout the area. In addition, the proposed roadway improvements would involve the reconfiguration of existing intersections where conditions are developed and disturbed, and operation of the improved intersections would not represent a change in use from existing conditions. Therefore, development within the Off-Site Infrastructure Improvement Areas would not divide an established community, and impacts would be less than significant.

(b) Land Use Designation Consistency (Less Than Significant Impact).

The Project would be consistent with the land use designations established for the Project site. With approval of the requested local plan amendment, the Project would be consistent with the designation set forth in the 1990 Santa Clarita Valley Area Plan and, even though the 1990 Santa Clarita Valley Area Plan applies to the Project, because the 2012 Santa Clarita Valley Area Plan allows complete project applications filed prior to the effective date of the 2012 Santa Clarita Valley Area Plan to be reviewed for consistency under the 1990 Santa Clarita Valley Area Plan,

the Project would be consistent with the designation set forth in the 2012 Santa Clarita Valley Area Plan, which became effective on December 27, 2012. Additionally, the Project would not conflict with applicable goals and policies of the County's General Plan, the Santa Clarita Valley Area Plan, or the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and Compass Blueprint. As such, on-site impacts related to consistency with applicable plans and the plan designations would be less than significant.

The Off-Site Infrastructure Improvement Areas are located almost entirely in existing paved roadways within the City of Santa Clarita. Once implemented, the off-site infrastructure improvements would be almost entirely underground, and the Off-Site Infrastructure Improvement Areas would be returned to their existing uses. Similarly, replacement of the SCE power poles would occur in approximately the same locations as the existing power poles as would the proposed roadway improvements, and those areas would be returned to their current condition. As such, the off-site improvements would not result in a change in existing land use patterns which would be inconsistent with land use policies. Therefore, off-site impacts related to consistency with applicable plan designations would be less than significant.

(c) Zoning Designation Consistency (Less Than Significant Impact).

Under the 1990 Santa Clarita Valley Area Plan, the Ranch, including the Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas, is zoned A-2-1 (Heavy Agricultural-One Acre Minimum Required Area) and A-2-2 (Heavy Agricultural-Two Acres Minimum Required Area). Pursuant to Zoning Code Section 22.16.070, the Project would involve a zone change of the 44.28-acre tract map area from A-2-1 to C-M-DP (Commercial Manufacturing-Development Program). The zone change would allow the development of indoor studios on the westernmost portion of the Ranch. Further, the zone change would be consistent with the IO land use designation within the 2012 Santa Clarita Valley Area Plan, which became effective December 27, 2012. The remaining approximately 846 acres of the Ranch would remain zoned A-2-1 and A-2-2 under the 1990 Santa Clarita Valley Area Plan and Rural Land 20 (RL 20) under the 2012 Santa Clarita Valley Area Plan. Within the Water Tank Area, Trail Area, Conditional Parking Areas, and Potential Mobile Home Relocation Areas, the proposed uses would be permitted in the A-2-1 and A-2-2 zones and the new RL 20 zone based on County review and/or permit, similar to the existing conditionally-permitted filming uses within the Ranch. In particular, construction and use of the proposed water tank and the electrical distribution station and relocation of the Ranch foreman's mobile home would require a CUP.

The Project would include a development program to provide specific development standards for the proposed soundstages and ancillary facilities within the 44.28-acre tract map area. The development program would ensure the re-zoned area of the Ranch is developed in harmony with the remaining areas of the Ranch and the surrounding area.

The Project would comply with applicable Zoning Code requirements related to yards, walls, fences, loading facilities, landscaping, and other development features. With approval of the requested zone change and the associated conditional use permit, the Project would be consistent with the Los Angeles County Planning and Zoning Code.

The Off-Site Infrastructure Improvement Areas are located primarily in existing paved roadways or right-of-way within the City of Santa Clarita. Once implemented, the off-site improvements would be almost entirely underground and the Off-Site Infrastructure Improvement Areas would be returned to their existing uses. As such, the off-site improvements would not result in inconsistency with existing zoning, and off-site impacts would be less than significant.

(d) Hillside Management Criteria, Significant Ecological Area Criteria, or Any Other Applicable Land Use Criteria Conflict (Less Than Significant Impact).

The 1990 Area Plan designates the southern portion of the Development Area, the northern tip of the Development Area, and the entire Water Tank Area and Trail Area as Hillside Management (HM). The proposed studio and production uses are a natural extension of the existing filming uses within the Ranch and therefore would be considered appropriate to the site. As prescribed under the Hillside Management ordinance, a conditional use permit in the hillside management area would not be required because the Project would not include residential uses. As such, on-site impacts related to conflict with the Hillside Management ordinance would be less than significant.

The 1990 Santa Clarita Valley Area Plan Significant Ecological Area (SEA) overlay maps do not overlap with the Project site. However, the County adopted the 2012 Santa Clarita Valley Area Plan, which became effective on December 27, 2012 and which contains updated SEA overlay maps for the Santa Clarita Valley. In the updated maps, portions of the Development Area (the hillside above the northern fill pad), Placerita Creek, the Water Tank Area, and the Trail Area are designated as within the Santa Clara River SEA (SEA 20). The 2012 Santa Clarita Valley Area Plan allows complete project applications filed prior to the effective date of the 2012 Santa Clarita Valley Area Plan to be reviewed for consistency under the 1990 Santa Clarita Valley Area Plan. The County deemed complete the entitlement applications for the Project on May 4, 2010. Accordingly, the Project is not subject to the 2012 Santa Clarita Valley Area Plan and the associated SEA regulations. Furthermore, the Project would enhance the SEA area around the Development Area by improving Placerita Creek and planting native vegetation throughout the Development Area.

As previously analyzed, the Project would comply with the County's Green Building Program, including the Green Building ordinance, Drought-Tolerant Landscaping ordinance, and Low Impact Development Standards ordinance.

As part of the Project, the segment of Delden Road that traverses the Development Area would be vacated. As this road does not exist in physical form, no impact would result.

Also as part of the Project, the Applicant would dedicate a variable-width, 12- to 20-foot-wide easement for a proposed trail, referred to as the Placerita Canyon Connector Trail, which would be constructed as a public, multi-use trail for hiking, mountain-biking, and equestrian use and would connect to existing trails within Angeles National Forest. The trail would replace a County proposed Placerita Creek Connector Trail, which is designated within the Santa Clarita Valley Area Plan's Trails Plan as well as the new draft County General Plan Conservation and Open Space Element and aligned along Placerita Creek.

The Off-Site Infrastructure Improvement Areas are generally flat and do not include any hillside areas. Within the Off-Site Infrastructure Improvement Areas, portions of the areas adjacent to some of the roadways where the improvements would occur are also designated as a Mineral Oil Conservation Area (MOCA), which is used to designate areas that have significant mineral aggregate resource areas (SMARA) and/or oil fields. Development of the utility and roadway improvements proposed within the Off-Site Infrastructure Improvement Areas would not interfere with the continuation of mineral/oil uses since the improvements would occur primarily within existing roadways. In addition, the 1990 Santa Clarita Valley Area Plan SEA overlay maps do not overlap with the Off-Site Infrastructure Improvement Areas. Off-site impacts related to conflicts with Hillside Management Criteria, SEA Conformance Criteria, or any other applicable land use criteria would be less than significant.

The Project would have a less than significant impact on land use, and therefore no mitigation measures are proposed or required.

SECTION 4.0

CUMULATIVE ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT OR FOUND TO BE LESS THAN SIGNIFICANT AFTER MITIGATION

Pursuant to CEQA Guidelines Section 15130, the following Findings identify potentially significant cumulative impacts and the Project's incremental contribution to the impacts discussed in the Final EIR. For the following environmental resource areas, the Project's incremental effect is not cumulatively considerable.

4.1 GEOTECHNICAL HAZARDS

Potential Effect

Development of the Project in combination with the Related Projects and ambient growth may cumulatively expose more persons or structures to hazardous geotechnical conditions.

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potentially significant cumulative environmental effect as identified in the Final EIR.

Facts Supporting Finding

Due to the site-specific nature of geological conditions (i.e., soils, geological features, seismic features, etc.), geology impacts are typically assessed on a project-by-project basis, rather than on a cumulative basis. Nonetheless, cumulative growth through 2020 would expose a greater number of people to seismic hazards. However, as with the Project, related projects and other future development projects in the area would be subject to the same local, regional, State, and Federal regulations pertaining to geology and soils, including the California Building Code and Los Angeles County Building Code requirements (or City of Santa Clarita Building Code requirements, as appropriate). Therefore, with adherence to such regulations, cumulative impacts with regard to geology and soils would be less than significant.

4.2 FLOOD HAZARDS

Potential Effect

Development of the Project in combination with the Related Projects and ambient growth may cumulatively increase flood hazards, the amount of erosion and sedimentation (particularly during construction activities), and impervious surface area, and alter drainage patterns in the Project watershed.

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potentially significant cumulative environmental effect as identified in the Final EIR.

Facts Supporting Finding

The geographic context for the cumulative impact analysis on surface water hydrology is the Placerita Creek watershed. Cumulative growth as identified in the Draft EIR, including forecasted growth through 2020 and various Related Projects that are anticipated to be developed within the vicinity of the Development Area, could subject people and property to flood hazards if either located within areas subject to flooding or if downstream flooding results. It is anticipated that individual buildings and facilities would be subject to project review, building permit issuance processes, and FEMA compliance, as appropriate, which would require design features and characteristics to reduce potential flood impacts on an individual, and thus, cumulative basis, to acceptable levels. Further, in accordance with County requirements, future development projects would be required to implement BMPs such that post-development peak stormwater runoff discharge rates would not exceed the existing pre-development rates. The Project would not contribute to any potentially significant cumulative impacts because it would not result in any increase in runoff flows, and it would neither subject on-site persons and property to inundation from 100-year floodwaters, nor subject downstream uses to floodwaters generated on-site. Therefore, cumulative impacts related to potential drainage and flood hazards would be less than significant.

4.3 NOISE (EXCEPT CUMULATIVE SHORT-TERM OFF-SITE CONSTRUCTION NOISE IMPACTS AND CUMULATIVE OFF-SITE OPERATIONAL TRAFFIC NOISE IMPACTS)

Potential Effect

Development of the Project in combination with the Related Projects and ambient growth may cumulatively increase short-term noise levels from construction and long-term noise levels from Project operation.

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potentially significant cumulative environmental effect as identified in the Final EIR.

Facts Supporting Finding

The Project together with the Related Projects and future growth would contribute to cumulative noise impacts. The potential for cumulative noise impacts to occur is specific to the distance between each Related Project and their stationary noise sources including the cumulative traffic that these projects would add to on the surrounding roadway network.

As indicated in the Project's traffic study, a total of 14 Related Projects were identified in the vicinity of the Development Area, ranging from approximately 600 feet to nearly 4 miles away.

Noise from construction of development projects is typically localized and has the potential to affect areas immediately within 500 feet from the construction site. Therefore, noise from construction activities from projects within 1,000 feet of each other could contribute to a cumulative noise impact for receptors located between the two construction sites. While most of the 14 Related Projects analyzed in the Draft EIR are located more than 5,000 feet from the Development Area, Related Project No. 3 (a mixed-use office development) was to be located approximately 600 feet from the Development Area at the southwest corner of Sierra Highway and Placerita Canyon Road. The nearest sensitive receptor to the Development Area, receptor R2, is located approximately 1,500 feet from Related Project No. 3 and 2,400 from the Proposed Development Area.

Since the timing of the construction activities for the Related Projects cannot be defined, any quantitative analysis that assumes multiple, concurrent construction projects would be entirely speculative. Nevertheless, as discussed in the Draft EIR, if Related Project No. 3 were to occur concurrently with Project construction, the construction noise from this Related Project and from the Project could increase noise levels at the noise-sensitive receptors closest to the Development Area (receptor R2). The maximum cumulative increase from the Project would be approximately 3 dBA, assuming similar construction activities at both construction sites. This would increase the estimated Project-related on-site construction noise at receptor R2 from 51 dBA to 54 dBA, which would still be below the County's significance threshold of 60 dBA. Thus, to the extent no other Related Project would be located in close proximity to the Development Area, cumulative construction noise impacts during on-site construction activities would be less than significant.

Since release of the Draft EIR, however, the City of Santa Clarita (Comment No. 8-2 in the Final EIR) has informed the County that Related Project No. 3 was a preliminary review (One Stop) application never formally submitted to the City and, accordingly, should not be considered a Related Project. As a result, the Draft EIR overstates the potential short-term significant cumulative noise impact on sensitive uses in the surrounding area.

As previously discussed, the existing traffic volumes along the SR-14 freeway are estimated to include 8,760 cars and 415 trucks per hour. Daytime construction activities associated with the Project would generate up to 32 round haul truck trips per hour. The construction-related truck volumes and specific construction durations for the related projects are not available. However, in order to increase the traffic noise along the SR-14 freeway by 3 dBA, the total traffic volumes would need to be doubled (i.e., 17,520 cars and 830 trucks per hour). Based on the number of related projects proposed, construction of these projects would not be anticipated to generate traffic equivalent to the amount necessary to generate a 3 dBA increase in trips. Thus, cumulative noise impacts associated with truck traffic from the Project and related projects are anticipated to be less than significant.

Due to the rapid attenuation characteristics of ground-borne vibration and distance of the related projects to the Project, there is no potential for a cumulative construction period impact to occur with respect to ground-borne vibration.

Development of the Project and Related Projects would generate noise that would contribute to cumulative noise from a number of community noise sources including off-site vehicle traffic and on-site mechanical equipment. Noise levels would be less than significant at the property line for

each Related Project due to the County's provisions for projects located within the County's boundary and the City's provisions for project located within the City's boundary that limit on-site stationary-source noise such as outdoor air conditioning equipment. Thus, like the Project, on-site stationary-source impacts associated with Related Projects would be less than significant and cumulative stationary sources noise impacts would be less than significant. However, the Project and other Related Projects in the area would produce traffic volumes (off-site mobile sources) that are capable of generating roadway noise, but, with the exception of the location of an existing residential development along Placerita Canyon Road (west of Sierra Highway), discussed in Section 5.1, below, the cumulative impacts would be less than significant.

4.4 WATER QUALITY

Potential Effect

Development of the Project in combination with the Related Projects and ambient growth may cumulatively increase the release of pollutants in storm water runoff and non-point-source discharges, such as vehicle and equipment fluids and trash, associated with construction and operation of new development.

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potentially significant cumulative environmental effect as identified in the Final EIR.

Facts Supporting Finding

The geographic context for the cumulative impact analysis on water quality is the Placerita Creek watershed on a local level and the Upper Santa Clara River watershed on a more regional level. Cumulative growth as identified in the Draft EIR, including forecasted growth through 2020 and various related projects that are anticipated to be developed within the vicinity of the Development Area, could increase the potential for pollutants to enter receiving waters. Only one known project analyzed in the Draft EIR, Related Project No. 3, a proposed mixed-use commercial development located at the southwest corner of Placerita Canyon Road and Sierra Highway, across SR-14 from the Development Area, was located within the immediate vicinity of the Project and falls within the Placerita Creek watershed. However, since release of the Draft EIR, the City of Santa Clarita (Comment 8-2 in the Final EIR) has informed the County that Related Project No. 3 was a preliminary review (One Stop) application never formally submitted to the City and, accordingly, should not be considered a Related Project. As a result, there is no longer a potential cumulative impact to water quality from Related Project No. 3.

Nevertheless, like the Project, other qualifying future developments in the area would be subject to state, regional, and County requirements, such as NPDES permits and LID requirements, as well as SWPPP and SUSMP requirements, as appropriate. Similarly, nearly all the Related Projects are located within the Upper Santa Clara River watershed and would ultimately discharge to the Santa Clara River. Accordingly, all future development, including the Related Projects, throughout both the Placerita Creek watershed and the Upper Santa Clara River watershed would be subject to relevant regulatory requirements, including NPDES, SWPPP, and SUSMP requirements to

minimize water quality impacts. Future projects would be evaluated individually to determine appropriate BMPs and treatment measures to avoid impacts to water quality. In addition, the County or City (as appropriate) would review all construction projects on a case-by-case basis to ensure that local and regional drainage surface water quality is protected. Therefore, with compliance with all applicable laws, rules, and regulations, no significant cumulative impacts to surface water quality are anticipated.

4.5 AIR RESOURCES—AIR QUALITY (EXCEPT SHORT-TERM CUMULATIVE REGIONAL AIR QUALITY IMPACTS)

Potential Effect

Development of the Project in combination with the Related Projects may cumulatively increase emissions of criteria air quality pollutants during construction and operation of new development, or result in a cumulatively considerable increase of a criteria pollutant for which the region is in nonattainment.

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potentially significant cumulative environmental effect as identified in the Final EIR.

Facts Supporting Finding

Regarding Project construction, as discussed in the Draft EIR, according to the SCAQMD, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. As discussed in Section 5.2, below, construction-related daily emissions within the Development Area would exceed the SCAQMD's significance threshold for NO_x and VOCs. Consequently, the Project would have a cumulative impact due to construction-related regional NO_x and VOCs emissions. However, in terms of localized air quality impacts, construction of the Project would not have a cumulative impact on sensitive receptors due to localized pollutant emissions.

Similar to the Project, the greatest potential for TAC emissions at each Related Project would involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities which occur over a relatively short duration. As such, cumulative toxic emission impacts during construction would be less than significant.

Also similar to the Project, potential sources that may emit odors during construction activities at each Related Project would include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of VOCs from architectural coatings and solvents. With mandatory

compliance with SCAQMD Rules, it is anticipated that construction activities or materials used in the construction of the Related Projects would not create objectionable odors. Thus, odor impacts from the Related Projects are anticipated to be less than significant individually and cumulatively with the Project.

Regarding to Project operation, according to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As discussed above, peak daily emissions of operation-related pollutants would not exceed SCAQMD regional and localized significance thresholds. By applying SCAQMD's cumulative air quality impact methodology, implementation of the Project would not result in an increase of criteria pollutants such that cumulative impacts would occur. Therefore, the emissions of non-attainment pollutants and precursors generated by Project operations in excess of the SCAQMD project-level thresholds would be less than significant.

With respect to TAC emissions, the Project would not represent a substantial source of TAC emissions. Based on recommended screening level siting distances for TAC sources, as set forth in California Air Resources Board's (CARB) Land Use Guidelines, the Project and Related Projects would likely generate minimal TAC emissions related to diesel truck idling, the use of consumer products and landscape maintenance activities, among other things. Pursuant to Assembly Bill (AB) 1807, which directs CARB to identify substances as TAC and adopt airborne toxic control measures (ATCMs) to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emission reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. In addition, the Project would not result in any new sources of TACs that have been identified under CARB's Land Use Guidelines, and thus would not contribute to a cumulative impact.

With respect to potential odor impacts, neither the Project nor any of the Related Projects (which are primarily residential, retail, and restaurant uses) have a high potential to generate odor impacts. Furthermore, any Related Project that may have a potential to generate objectionable odors would be required by SCAQMD Rule 402 (Nuisance) to implement Best Available Control Technology (BACT) to limit potential objectionable odor impacts to a less than significant level. Thus, potential odor impacts from Related Projects are anticipated to be less than significant individually and cumulatively.

4.6 AIR RESOURCES—GLOBAL CLIMATE CHANGE

Potential Effect

Development of the Project in combination with the Related Projects may cumulatively increase GHG emissions.

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potentially significant cumulative environmental effect as identified in the Final EIR.

Facts Supporting Finding

Although the Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. The resultant consequences of that global climate change can cause adverse environmental effects. A project's GHG emissions typically would be very small in comparison to State or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on global climate change. The Project's GHG emissions would not be considered to be substantial when compared to statewide GHG emissions. The State has mandated a goal of reducing statewide emissions to 1990 levels by 2020, even though statewide population and commerce is predicted to continue to expand. In order to achieve this goal, the California Air Resources Board is in the process of establishing and implementing regulations to reduce statewide GHG emissions. However, currently there are no significance thresholds, specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative level. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represent new emissions or existing, displaced emissions.

The Project's design features and State mandates would contribute to GHG reductions. These reductions represent a break from "business-as-usual" and support State goals for emissions reduction. The methods used to establish this relative reduction are consistent with the approach used in the CARB's *Climate Change Scoping Plan* for the implementation of AB 32 through 2020. The Project also identifies appropriate circumstances for the consideration of specific Early Action measures described by the California Climate Action Team. Moreover, a sizeable percentage of the operational GHG emissions conservatively associated with the Project likely should not be considered new emissions attributable to the Project because the future employees of the Project already generate emissions through their current activities. The Project is consistent with the approach outlined in the CARB's *Climate Change Scoping Plan*, particularly its emphasis on the identification of emission reduction opportunities that promote economic growth while achieving greater energy efficiency and accelerating the transition to a low-carbon economy. The location and design of the Project reflect and support these core objectives. For example, the Project demonstrates this through the synergy between existing outside production and proposed production facilities. In addition, as recommended by CARB's *Climate Change Scoping Plan*, the Project would use green building as a framework for achieving cross-cutting emissions reductions.

The Project also would comply with the County's Green Building Program. The Program emphasizes improving energy conservation, energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce auto dependence. The Project's design features would advance these objectives. In addition, the Project would comply with the 2010 CALGreen Code, which contains requirements for construction site selection, storm water control during construction, construction solid waste reduction, indoor water use reduction,

material selection, natural resource conservation, site irrigation conservation and more. As described above, the Project has incorporated sustainability design features and mitigation measures to reduce vehicle miles traveled (VMT) and to reduce the Project's potential impact with respect to GHG emissions. The Project, by implementing the Project Design Features and GHG reducing measures, results in a net decrease in GHG emissions that represents a substantial break from "business-as-usual." The Project's features and GHG reduction measures make the Project consistent with the goals of AB 32.

Given the Project's consistency with State and County GHG emission reduction goals and objectives, the contribution to the cumulative impact of global climate change would be less than significant and would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Similarly, Related Projects would also be anticipated to comply with these same emissions reduction goals and objectives (e.g., the County's Green Building Program).

4.7 BIOLOGICAL RESOURCES

Potential Effect

Development of the Project in combination with the Related Projects and ambient growth may cumulatively impact biological resources if they: remove substantial natural habitat areas; significantly impact Special Status Plant Species; significantly impact unique native trees; divert, obstruct, or substantially alter a drainage course; substantially adversely impact candidate, sensitive, or special-status plant and wildlife species; interfere substantially with any wildlife corridor or wildlife movement; or adversely affect SEA resources or jurisdictional waters.

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potentially significant cumulative environmental effect as identified in the Final EIR.

Facts Supporting Finding

For the cumulative analysis of impacts on biotic resources, a two-fold approach entailing two geographic scopes was used. In compliance with CEQA, the first approach involved the cumulative analysis of the Project in combination with 14 Related Projects identified within the vicinity of the Development Area. Because, however, biological systems such as those associated with a large river system are also important to consider, the second approach involved an assessment of impacts to biological resources throughout the Santa Clara River upper watershed. As such an approximately 300,000-acre area was reviewed as the region of biological relevance to resources within the study area.

This cumulative impact area incorporates the Santa Clarita Valley Area Plan area, which includes the Santa Clarita Valley and also much of the eastern Santa Clara River subbasin. Within the Santa Clarita Valley Area Plan area there are 196 pending, approved, and recorded parcel and tract maps, as shown in Figure 15 in the Biological Resources Assessment. This more regional cumulative impact area also encompasses several existing SEAs, including the Santa Clara River SEA.

Cumulative Impacts to Vegetation Communities

The Related Projects include mostly infill developments that contain limited native vegetation, are mostly disturbed, fragmented and isolated, and/or are relatively small in scale. Due to their generally developed/disturbed nature and lack of native vegetation, these project sites do not contribute to the long-term sustainability of natural communities in the general vicinity of the Ranch and, therefore, would not significantly impact biological resources on a cumulative basis. Some of the Related Projects support regulated resources, such as limited riparian areas and/or oak trees. Impacts to such resources would be mitigated through existing local, state, and federal statutes such as the County Oak Tree Ordinance, Section 1602 of the California State Fish and Game Code, and Section 404 of the federal Clean Water Act, and therefore, significant impacts to regulated resources are not expected to result on a cumulative basis.

Similarly, in the context of the 300,000-acre regional cumulative analysis area that was reviewed, impacts to plant communities within the Project site (the Ranch portion of which comprises approximately 71 acres, or 0.02 percent of the regional cumulative analysis area) do not represent an overall cumulatively significant impact given their extremely limited scale with respect to the overall analysis area. Moreover, in each case of new development, local, state, and federal laws concerning resource regulation and conservation would be applied, thereby avoiding and/or minimizing the loss of biological components important to the viability of region-wide biological systems. Also, because the open space areas within Angeles National Forest would be preserved, much of the diversity of plant communities native to the Santa Clarita Valley would be protected. Furthermore, it is expected that impacts to more common plant communities would not substantially diminish or threaten to eliminate these communities on a regional basis due to their lack of sensitivity status and abundance throughout the region.

Two CNDDDB sensitive plant communities, southern willow scrub and mixed willow riparian woodland, occur within the Development Area and would be impacted by the Project. Although coast live oak woodland is not considered a CNDDDB sensitive community, the Project would impact oak woodland within the Development Area and Water Tank Area and disturbed oak woodland in the Trail Area. Impacts to these three plant communities would be mitigated through compliance with regulatory requirements. Therefore, impacts to these communities would not substantially diminish or threaten to eliminate any of these communities on a regional basis, and as a result, are not cumulatively significant.

In addition, under the 2012 Santa Clarita Valley Area Plan, a portion of the Development Area is within the Santa Clara River SEA. As previously mentioned, although SEAs are not fully protected, proposed development impacts within them require a thorough review by the Significant Ecological Area Technical Advisory Committee (SEATAC) and County of Los Angeles. As discussed above, the Project is not expected to result in significant impacts to the integrity and functioning of the Santa Clara River SEA. Because the Related Projects would be required to comply with SEATAC regulations to the extent the Related Projects are located within a SEA, when combined with the Project, they are not expected to result in a significant impact on SEAs.

Cumulative Impacts to Plants and Wildlife

The Santa Clarita Valley is an area marked by substantial plant and wildlife diversity. Much of this diversity is protected in perpetuity within the Angeles National Forest, which contains most of the vegetation communities (and therefore, plant and wildlife habitats) characteristic of the rest of the valley. Cumulatively, it is expected that more common plant communities would not be substantially diminished or threatened on a regional basis due to their lack of sensitivity status and abundance throughout the region. Additionally, the extent of impacts resulting from the Project would be limited. For sensitive plant communities, Project-related mitigation would be implemented to ensure that such communities would not be substantially diminished or threatened on a regional basis; therefore, impacts to these sensitive plant communities, and the plant and wildlife species which use these habitats, would not represent a cumulatively significant impact. Local, state, and federal laws would continue to regulate future development, protecting and preserving limited resources such as oak trees, waters and wetlands, listed species or sensitive species, and riparian habitats. In this manner, cumulative impacts would be minimized, and impacts would be less than significant.

Cumulative Impacts to Special Status Plant Species

A total of 43 special-status plant species have the potential to occur within the Project vicinity. Of these, 42 are not expected to occur within the study area either due to a lack of suitable habitat or based on negative results from the field investigations. One species, white rabbit-tobacco (*Pseudognaphalium leucocephalum*), has a low potential to occur due to the presence of suitable habitat but a lack of observation during field investigations. In addition, one federally and state Endangered plant species, slender-horned spineflower, and the federal candidate San Fernando Valley spineflower have the potential to occur within the study area. Focused surveys were conducted for these species, however, and neither was observed within the study area. There is no suitable habitat for the slender-horned spineflower within the study area, and the few locations in the San Fernando Valley where spineflowers are known to exist are not near the study area. Because the Project would not have an adverse impact on a special status plant species, the Project would not contribute to any potentially significant cumulative impact on a local or regional scale.

Cumulative Impacts to Special Status Wildlife Species

A total of 47 special-status wildlife species have the potential to occur within the Project vicinity. Of these, 2 were observed on-site (Cooper's hawk and yellow warbler) and 17 additional species have the potential to occur on-site, including 4 reptile species (coast horned lizard, silvery legless lizard, coastal western whiptail, and rosy boa), 5 raptor species (golden eagle, loggerhead shrike, white-tailed kite, and prairie falcon), 2 passerine species (Bell's sage sparrow and Southern California rufous-crowned sparrow), and 7 mammal species (western mastiff bat, hoary bat, spotted bat, pallid bat, San Diego desert woodrat, Los Angeles pocket mouse, and American badger). Based on protocol surveys conducted in the study area, the Project is not expected to result in direct or indirect impacts to any state- or federally-listed wildlife species. Focused surveys for the least Bell's vireo, southwestern willow flycatcher, coastal California gnatcatcher, arroyo toad, and western spadefoot toad were conducted according to species-specific protocols, and none of these sensitive wildlife species were observed in the study area, nor were any of the other 19 species listed above. Because the Project would not have an adverse impact on special status

wildlife species, the Project would not contribute to any potentially significant cumulative impact on a local or regional scale.

Cumulative Impacts to Wildlife Movement

Although the Project may impact local-level movement and habitat for a variety of species, the Project would not have a significant adverse effect on any known regional wildlife movement corridors and would retain existing habitat linkages for migrating waterfowl and other mobile wildlife species using the riparian corridor of Placerita Creek. As a result, the Project's contribution to cumulative impacts on wildlife movement corridors would not be cumulatively considerable. Within the general area including the 14 Related Projects, as well as within the regional cumulative impact study area, proposed developments would expand urbanization to fill much of the open space between the northern and southern units of the Angeles National Forest, and therefore, would further restrict wildlife movement from north to south through an area already highly disturbed by Interstate 5 and surrounding development. The maintenance of buffer zones along the Santa Clara River and continued preservation of land within the Angeles National Forest will maintain existing corridors for most wildlife species moving from east to west; thus, cumulative impacts to wildlife movement corridors are expected to be less than significant at both the area-wide and regional scales of analysis. Further, the anticipated general absence of urban sprawl in the area combined with the implementation of mitigation requirements set forth by local, state and federal statutes regulating biological resources would further ensure the persistence of wildlife movement corridors into the foreseeable future.

Cumulative Impacts to Jurisdictional Waters

Cumulative impacts to jurisdictional waters were assessed based on the cumulative impact analysis area and Related Projects. The Related Projects include mostly infill developments that would either avoid jurisdictional waters or impact minimal areas (i.e., on the order of several square feet for outlets, riprap, etc.). If impacts were to occur to jurisdictional waters, they would be mitigated through regulatory requirements enforced by the ACOE and RWQCB for jurisdictional waters protected by the Clean Water Act and by CDFW for streambeds protected under the California Fish and Game Code, Section 1602. Enforcement of these regulations effectively serves as a programmatic vehicle to keep cumulative impacts below a level of significance, with these agencies typically requiring mitigation through preservation, restoration, or enhancement at a 1:1 or greater ratio. Therefore, impacts to jurisdictional waters within the cumulative impact analysis area would not substantially diminish or threaten to eliminate any of these resources on a regional basis, and as a result, are not cumulatively significant.

4.8 CULTURAL AND PALEONTOLOGICAL RESOURCES

Potential Effect

Development of the Project in combination with the Related Projects and ambient growth would result in further disturbance and developed areas that may cumulatively increase the loss of paleontological, cultural and historic resources in the Project area.

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potentially significant cumulative environmental effect as identified in the Final EIR.

Facts Supporting Finding

The analysis of cumulative impacts to historic resources is based on whether impacts of the Project and Related Projects, when taken as a whole, substantially diminish the number of historic resources within the same or similar context or property type. As discussed above, the Project would not significantly impact any historic resources. Thus, the Project would not contribute to cumulative impacts to historic resources.

The Project in combination with cumulative development could contribute to the loss of undeveloped land, which could potentially contain archaeological or paleontological resources. Determinations regarding the significance of impacts of the Related Projects on archaeological or paleontological resources would be made on a case-by-case basis and, if necessary, the applicants of the Related Projects would be required to implement appropriate mitigation measures. Furthermore, the Project's potential impacts to archaeological and paleontological resources would be less than significant with the implementation of the recommended Mitigation Measures. Therefore, the Project would not contribute to any potential cumulative impacts on archaeological or paleontological resources, and cumulative impacts to cultural and paleontological resources would be less than significant.

4.9 AGRICULTURAL AND FORESTRY RESOURCES

Potential Effect

Development of the Project in combination with the Related Projects and ambient growth may cumulatively impact agricultural and forestry resources if they convert substantial areas of Farmland (Prime Unique, or Farmland of Statewide Importance) or forest or timberlands or conflict with zoning, agricultural uses, or Williamson Act contracted lands.

Finding

The Project combined with the Related Projects would have a less than significant cumulative impact on agricultural and forestry resources, and therefore no mitigation measures are proposed or required.

Facts Supporting Finding

The geographic context for the cumulative impact analysis for agricultural resources is the Santa Clarita Valley. Future growth through 2020 (i.e., the Project buildout year) associated with identified Related Projects in the area and general ambient growth would have the potential to alter the existing land use patterns, potentially including the conversion of agricultural lands to non-agricultural uses or forest and timberlands to non-forest uses. There are 14 Related Projects in the Project vicinity. The Related Projects consist of several commercial and mixed-use infill and redevelopment projects, as well as a few new residential subdivisions. However, no designated

Important Farmland falls within the general area covered by the Related Projects. Further, only Related Project No. 14, which involves the development of four single-family homes, is located within designated forest land.

Since other future growth through 2020 could occur in undetermined locations that may include Important Farmland, forest land, or timberland, development associated with such growth could have the potential to involve the conversion of farmland, forest land, or timberland, the cumulative effect of which could be potentially significant. Given that there are over 30,000 acres of Prime Farmland in Los Angeles County, with nearly 2,000 acres of all categories of Important Farmland located within the Santa Clarita Valley, and nearly 152,000 acres of forest land within Angeles and Los Padres National Forests in the Santa Clarita Valley, any conversion of such lands would be expected to be limited. As previously discussed, the Project would neither convert designated Farmland to a non-agricultural use nor convert land used for forest uses to a non-forest use and would have a negligible effect on any forest activities. Therefore, the Project's contribution to cumulative agricultural, forest land, and timberland impacts would not be cumulatively considerable.

Further, implementation of the Project, or any other project located in Los Angeles County, would not directly or indirectly conflict with or interfere with a Williamson Act contract. Such impacts would be less than significant.

4.10 VISUAL QUALITIES

Potential Effect

Development of the Project in combination with the Related Projects and ambient growth may cumulatively alter visual quality and views and generate substantial shadows, light and glare.

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potentially significant cumulative environmental effect as identified in the Final EIR.

Facts Supporting Finding

The geographic context for the cumulative impact analysis of aesthetics, views, light, and glare is the immediate Project vicinity, as such impacts are typically localized. In general, only development within the same viewshed has the potential for cumulative effects. While projects located at a distance from one another may appear within the same panoramic view, the overall effect that a particular development or structure(s) has on aesthetics, views, light, and glare generally decreases with distance. Therefore, of future development through 2020 (i.e., the Project buildout year) in the surrounding area, only those projects sufficiently close to influence the visual character of the immediate Project area or affect the same off-site sensitive uses could pose cumulative effects in conjunction with the Project. There are 14 Related Projects in the general Project vicinity, and only one project is located within the immediate area. Related Project No. 3, which was analyzed in the Draft EIR, was a proposed mixed-use commercial development located at the southwest corner of Placerita Canyon Road and Sierra Highway, across SR-14 from the Development Area. Since release of the Draft EIR, however, the City of Santa Clarita (Comment

8-2 in the Final EIR) has informed the County that Related Project No. 3 was a preliminary review (One Stop) application never formally submitted to the City and, accordingly, should not be considered a Related Project and would not have a cumulative impact on visual qualities.

Aesthetics/Visual Quality

Like the Project, development of the Related Projects is expected to occur in accordance with adopted plans, regulations, and guidelines. It is reasonable to expect that this development would be designed to create a visually appealing, high quality environment and that new aesthetic elements considered out of scale or character with the existing visual environment would not be introduced, as ensured through the County's and the City's environmental review processes. Furthermore, the area west of SR-14 presently exhibits a more industrial character due to the presence of oil pumps and other infrastructure, which lacks the rural, more pristine quality of the Ranch to the east. Therefore, cumulative impacts relative to aesthetics/visual quality would be less than significant.

Views

Given the Related Projects are located on the opposite side of SR-14 as the Project, development associated with these projects would have limited potential to affect the same views. In general, only long-range views from elevated vantage points would have opportunities for viewsheds that include the Project site and Related Project No. 3. The distance between the sites and the intervening freeway would limit the effect new buildings could have on views of the surrounding hillsides. It is extremely unlikely that structural elements of the Related Projects combined would have the potential to substantially obstruct views of any single given visual resource. Further, the Related Projects would be expected to comply with adopted plans, regulations, and guidelines regarding the protection of scenic views. As such, cumulative impacts relative to views would be less than significant.

Light and Glare

Development of the Project in combination with the Related Projects would introduce new sources of artificial light and thus could contribute to increased nighttime light levels as experienced by off-site sensitive uses. Given the distance between the Project and the Related Projects, only the adjacent roadways (SR-14 and Placerita Canyon Road) have the potential to be affected by the Related Projects and the Project. As previously indicated, the Project would have limited light spillover beyond the limits of the Development Area, in part due to the introduction of substantial perimeter landscaping. The Related Projects would be expected to implement similar measures to reduce light trespass. Moreover, the intervening presence of SR-14 and Sierra Highway, which exhibit moderate lighting levels due to streetlights and vehicular traffic, limit the potential for combined lighting effects from the Project site and Related Project No. 3. Any lighting impacts along Placerita Canyon Road would occur on different street segments on opposite sides of SR-14. Therefore, cumulative impacts relative to light would be less than significant.

With regard to glare, only related development immediately adjacent to Project structures would have the potential to create glare that could collectively pose impacts affecting a given off-site use, property, or activity. As the Related Projects are located on the opposite side of SR-14 and Placerita

Canyon Road as the Project, it is extremely unlikely that glare could have a combined effect from a particular vantage point. In addition, it is anticipated that all future development projects would be subject to discretionary review to ensure that significant sources of glare are not introduced. As such, cumulative glare impacts would be less than significant.

4.11 TRAFFIC, ACCESS, AND PARKING

Potential Effect

Development of the Project in combination with the Related Projects and ambient growth may cumulatively increase construction traffic, long-term traffic, parking demand, and result in cumulatively considerable impacts related to consistency with alternative transportation policies.

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potentially significant cumulative environmental effect as identified in the Final EIR.

Facts Supporting Finding

Cumulative construction traffic impacts would occur if construction traffic from the Related Projects would impact the same roadways, intersections, or access points as the Project. Of the 14 identified Related Projects, only one, Related Project No. 3 (the Kellstrom Project), located at the southwest corner of Sierra Highway and Placerita Canyon Road, was proposed in close proximity to the Project and would have had the potential to affect all four study intersections. However, since release of the Draft EIR, the City of Santa Clarita (Comment No. 8-2 in the Final EIR) has informed the County that Related Project No. 3 was a preliminary review (One Stop) application never formally submitted to the City and, accordingly, should not be considered a Related Project. As a result, there is no longer a Related Project with the potential to affect all four study intersections. Four additional projects (Related Project Nos. 1, 2, 4, and 8) are located approximately one freeway interchange away on SR-14 from the Development Area, while most remaining Related Projects are dispersed throughout the area and do not have direct access to SR-14. Each of these developments would draw upon a construction workforce from all parts of the County. The majority of the construction workers are anticipated to arrive and depart the individual construction sites during off-peak hours, consistent with the permitted construction hours of the local jurisdictions and typical construction work hours, thereby minimizing trips during the A.M. and P.M. peak traffic periods. In addition, the haul truck routes for the Related Projects would be approved by LACDPW, Caltrans, and/or the City according to the location of each individual construction site. Each jurisdiction's review process would take into consideration the potential for overlapping construction projects and would attempt to balance haul routes to minimize the impacts of cumulative hauling on any particular roadway. While the Draft EIR found a significant and unavoidable cumulative construction traffic impact would result to the extent that haul trips associated with construction of the Kellstrom Project (Related Project No. 3) were to coincide with soil export trips generated by the Project, because the Kellstrom Project never materialized and should no longer be considered a Related Project, cumulative construction traffic impacts would no longer be significant and unavoidable and impacts would be less than significant.

The original 11 Related Projects (Related Project Nos. 1 through 11) are expected to generate a total of approximately 82,049 daily trips on a typical weekday, including 5,037 A.M. peak-hour trips and 8,832 P.M. peak-hour trips, as detailed in Table 14 in the Traffic Study. These projections are conservative in that they do not necessarily account for either existing uses to be removed or the likely use of alternative and non-motorized travel modes (transit, walking, etc.). Similar to the Project, the geographic distribution and assignment of the traffic generated by Related Project Nos. 1 through 11 was determined based on several factors, including the type and density of the proposed land uses, the geographic distribution of the population from which the employees, residents, and/or potential patrons of the related projects would be drawn, and the location of the projects in relation to the surrounding street system.

Two intersections are projected to operate at LOS A during both peak hours. However, the intersection of Sierra Highway and SR-14 Southbound Ramps is projected to operate at LOS E during the A.M. peak hour and at LOS F during the P.M. peak hour, while the intersection of Sierra Highway and Placerita Canyon Road is projected to operate at LOS C during the A.M. peak hour and LOS E during the P.M. peak hour. The impacts at these latter two intersections would be cumulatively significant prior to implementation of the cumulative mitigation measures MM J-9 to MM J-11. After implementation of these mitigation measures, cumulative impacts would be less than significant.

The Studio Office Option would result in the same LOS and associated impacts at the above intersections. Thus, impacts at Sierra Highway and SR-14 Southbound Ramps would be cumulatively significant during both peak hours, and impacts at Sierra Highway and Placerita Canyon Road would be cumulatively significant during the P.M. peak hour prior to implementation of mitigation measures MM J-1 to MM J-11. After implementation of these mitigation measures, cumulative impacts would be less than significant.

The updated list of known development proposals was obtained following approval of the Traffic Study by LACDPW in October 2010, and as such, the three additional Related Projects (Related Project Nos. 12 through 14) were not addressed in the Traffic Study. These developments consist of residential land uses and therefore do not have a regional traffic draw. Thus, these projects are not expected add significant traffic to any of the four study intersections or change the results of the Project's traffic impact analysis. In any case, traffic from these projects is accounted for in the 2.74 percent per year ambient growth rate used to determined future traffic conditions.

Impacts pertaining to access and parking are site-specific. The Related Projects would be subject to County or City review to ensure adequate access and parking and that all necessary Code requirements and regulatory standards were met. In addition, the Project would not result in significant access or parking impacts. Therefore, cumulative impacts related to access and parking would be less than significant.

With respect to Caltrans and CMP analyses, each Related Project would be subject to applicable thresholds and requirements, with required analyses conducted as necessary and appropriate mitigation provided, if needed. With regard to regulatory consistency, each project would be subject to applicable provisions within the CMP, General Plan, Area Plan, and/or other relevant plans. Like the Project, other development projects would be anticipated to incorporate design features and operational characteristics that generally support the relevant plans. Such projects

would also be subject to jurisdictional review to ensure consistency with the regulatory framework. As such, cumulative impacts with respect to regulatory requirements would be less than significant.

The Board finds that, based on substantial evidence in the record, potentially significant cumulative traffic impacts of the Disney | ABC Studios at The Ranch Project would be reduced to less than significant levels by implementation of the following mitigation measures:

MM J-9: Sierra Highway/SR-14 Southbound Ramps: Prior to recordation of the final map, the Project Applicant shall pay its pro rata share (20.9 percent) of the cost for the widening of southbound Sierra Highway to provide a second left-turn only lane onto the SR-14 southbound on-ramp.

MM J-10: Sierra Highway/Placerita Canyon Road: Prior to recordation of the final map, the Project Applicant shall pay its pro rata share (16.2 percent) of the cost for the widening of the Sierra Highway northbound approach to provide a separate right-turn only lane onto eastbound Placerita Canyon Road, as well as the widening of the Sierra Highway southbound approach to provide a separate right-turn only lane onto westbound Placerita Canyon Road.

MM J-11: The Project shall pay its share of the applicable Eastside Bridge and Major Thoroughfare District fees in effect at the time of final map recordation.

4.12 PUBLIC SERVICES—LAW ENFORCEMENT

Potential Effect

Development of the Project in combination with the Related Projects and ambient growth may cumulatively increase the demand for law enforcement services.

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potentially significant cumulative environmental effect as identified in the Final EIR.

Facts Supporting Finding

The geographic context for the cumulative impact analysis is the service area of the County Sheriff's Department Santa Clarita Valley Station and the CHP Newhall Office. The Project in conjunction with identified Related Projects and forecasted growth through 2020 (i.e., the Project's buildout year) within these service areas would cumulatively increase the demand for law enforcement. The Draft EIR identified 14 Related Projects that are anticipated to be developed within the vicinity of the Development Area. In order to present a conservative analysis, all 14 Related Projects were taken into account in this cumulative analysis, regardless of jurisdictional station.

Several of the Related Projects include residential uses, which would increase the permanent residential population within the Sheriff's Department service area. In addition, the Related Projects would involve an increase in retail, restaurant, hotel, and office uses, which would

increase the daytime population in the area. Along with other anticipated growth through 2020, this would further increase the demand for law enforcement services. However, as with the Project, the Related Projects and all other future development would be reviewed by the Sheriff's Department to ensure that sufficient security measures are implemented to reduce potential impacts to Sheriff services, would be required to pay the applicable Law Enforcement Facilities Fee, and would be required to implement mitigation measures to minimize any significant impacts on law enforcement services. As such, cumulative impacts on law enforcement services would be less than significant.

Similarly, all Related Projects and other future development through 2020 would be anticipated to ensure emergency access and mitigate any significant traffic impacts, which would serve to reduce impacts on CHP services. Further, the cumulative traffic analysis for the Project determined that cumulative impacts at the two significantly affected intersections within the Project vicinity would be reduced to a less than significant level with implementation of proposed mitigation, towards which the Project Applicant would pay its fair share (i.e., the Project Applicant would pay a fair share portion of the cost of the recommended traffic improvements to mitigate its contribution towards cumulative impacts). Given the Project's planned security design features and implementation of the project design features PDF K.1-1 to PDF K.1-5 as well as Traffic, Access, and Parking mitigation measures, the Project's contribution to cumulative impacts on CHP services would be less than significant.

4.13 PUBLIC SERVICES—FIRE PROTECTION

Potential Effect

Development of the Project in combination with the Related Projects and ambient growth may cumulatively increase the demand for fire protection services.

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the potentially significant cumulative environmental effect as identified in the Final EIR.

Facts Supporting Finding

The geographic context for the cumulative impact analysis is the service area of the County Fire Department. The Project in conjunction with identified Related Projects and forecasted growth through 2020 within this service area would cumulatively increase the demand for fire protection and emergency medical services. Fourteen Related Projects that are anticipated to be developed within the vicinity of the Development Area. The County Fire Department operates under a regional concept in its approach to providing fire protection and emergency medical services, wherein emergency response units are dispatched as needed to an incident anywhere in the County Fire Department's service territory based on distance and availability, without regard to jurisdictional or municipal boundaries. As such, all 14 Related Projects were taken into account in this cumulative analysis, regardless of jurisdictional station, in order to present a more conservative analysis.

Several of the Related Projects include residential uses, which would increase the residential population of the County Fire Department's service area. In addition, the Related Projects would involve an increase in retail, restaurant, hotel, and office uses, which would increase the daytime population of the area and thus also increase the demand on County Fire Department services. In conjunction with the Project, this growth would cumulatively generate the need for additional fire protection services. However, as with the Project, the Related Projects and all other future development projects would be subject to discretionary review by the County Fire Department and would be required to comply with Code regulations related to fire safety, access, and fire flow. Future development would also be required to mitigate any potentially significant impacts to fire protection services. Finally, such projects would be required to pay fees pursuant to the County Fire Department's Developer Fee Program, which would be used to fund the construction, improvement, and equipping of the County Fire Department. As such, cumulative impacts of fire protection and emergency services would be less than significant.

4.14 UTILITIES AND SERVICE SYSTEMS—WATER SUPPLY

Potential Effect

Development of the Project in combination with the Related Projects and ambient growth may cumulatively increase demand for water and the need for water distribution infrastructure.

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potentially significant cumulative environmental effect as identified in the Draft EIR.

Facts Supporting Finding

The California Urban Water Management Planning Act requires most water utilities to develop and update an Urban Water Management Plan (UWMP) every 5 years to identify short-term and long-term water demand management measures to meet growing water demands during normal, dry, and multiple-dry years. The Act requires urban water suppliers to assess water supply reliability that compares total projected water use with the expected water supply over the next 20 years in 5-year increments.

The 2005 UWMP and the 2010 UWMP for the Castaic Lake Water Agency (CLWA) service area, which includes NCWD, conclude a reliable and high quality water supply will be available to Santa Clarita Valley water customers, based on conservative water estimates and implementation of conservation measures. The projected 2030 water demand is estimated at 125,400 acre feet per year (afy) during an average/normal year and at 137,900 afy during dry years. This estimate is consistent with population growth projections prepared for the County's Draft General Plan and updated Area Plan. The CLWA determined there are sufficient water supplies available for pending and future development within the CLWA service area for the foreseeable future through 2030, as set forth in the 2005 UWMP. Similarly, the 2010 UWMP determined that CLWA and the retail purveyors have adequate supplies to meet CLWA service area demands during normal, single-dry, and multiple-dry years throughout the 40-year planning period (i.e., through 2050).

The geographic boundary for the cumulative water analysis is the NCWD water service area, generally located west of the Project site. The Project in conjunction with identified Related Projects and forecasted growth through 2020 (i.e., the Project buildout year) within this service area would cumulatively increase the demand for water from NCWD. A total of 14 Related Projects are identified within the vicinity of the Development Area. Only one Related Project falls within the NCWD cumulative impact boundary. Related Project No. 3, the Kellstrom Project, located at the southwest corner of Sierra Highway and Placerita Canyon Road, would have included 102,700 square feet of office and commercial uses. The Kellstrom Project was expected to connect to the proposed NCWD system improvements to be constructed as part of the Project. Using the same methodology as used for the Project and as calculated in the Water Report in Appendix K.2, the estimated water demand for the Kellstrom Project would be 32,040 gallons per day (gpd). The fire protection water demand would be 1.5 million gpd based on maximum fire flow requirements of 5,000 gpm at 20 psi for a five-hour duration. As such, the total water demand for the Kellstrom Project would be 1,532,040 gpd. This demand, in combination with the water demand for the Project, would be well within the capacity of the proposed water supply mains, total area storage capacity, and the extension of the existing NCWD water supply system to be developed as part of the Project. Therefore, the Project in combination with other foreseeable development in the vicinity would not impair NCWD's ability to provide water service within its service area and would not cause a cumulatively significant impact on water supply. Furthermore, since release of the Draft EIR, the City of Santa Clarita (Comment No. 8-2 in the Final EIR) has informed the County that Related Project No. 3 was a preliminary review (One Stop) application never formally submitted to the City and, accordingly, should not be considered a Related Project. As a result, the demand for water would be less than the demand discussed in the Draft EIR. Cumulative impacts would nonetheless be less than significant.

4.15 UTILITIES AND SERVICE SYSTEMS—WASTEWATER/SEWAGE DISPOSAL

Potential Effect

Development of the Project in combination with the Related Projects and ambient growth may cumulatively increase the need for wastewater conveyance and treatment systems.

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potentially significant cumulative environmental effect as identified in the Draft EIR.

Facts Supporting Finding

The geographic context for the cumulative impact analysis on wastewater conveyance systems is the vicinity of the Development Area (i.e., the area served by the existing and proposed conveyance systems that would serve the Project), and the geographic context for the cumulative impact analysis on wastewater treatment facilities is the Santa Clarita Valley Sanitation District's service area. The Project, considered in conjunction with identified Related Projects and forecasted growth through 2020 (i.e., the Project buildout year) within these areas, would cumulatively increase the demand for wastewater service from the Sanitation District. A total of 14 Related Projects are identified within the vicinity of the Project site. Only one Related Project falls within the

cumulative impact boundary areas of both the Santa Clarita Valley Sanitation District and the local sewer service area. Related Project No. 3, the Kellstrom Project, located at the southwest corner of Sierra Highway and Placerita Canyon Road, would include 102,700 square feet of office and commercial uses. The Kellstrom Project was expected to connect to the proposed Oak Orchard sewer to be constructed in conjunction with the Project.

Related Project No. 3 would cumulatively contribute, in conjunction with the Project, to wastewater generation in the area. Using the same methodology used for the Project and as calculated in the Sewer Report in Appendix K.3, the estimated wastewater generation associated with Related Project No. 3 would be approximately 26,700 gpd. Combined with the Project's wastewater generation under the Studio Office Option, the two developments would contribute approximately 102,195 gpd to local wastewater flows. Based on the proposed sizing of the Oak Orchard Alignment and the City's approval of the Sewer Area Study, indicating that sufficient capacity in the existing system is available, the cumulative wastewater flow generated by Related Project No. 3 in conjunction with the Project would be well within the capacity of the proposed sewer mains that would connect to the City of Santa Clarita's local sewer system. Thus, cumulative impacts regarding wastewater conveyance would be less than significant. Furthermore, since release of the Draft EIR, the City of Santa Clarita (Comment No. 8-2 in the Final EIR) has informed the County that Related Project No. 3 was a preliminary review (One Stop) application never formally submitted to the City and, accordingly, should not be considered a Related Project. As a result, the demand for wastewater conveyance systems would be less than the demand discussed in the Draft EIR. Cumulative wastewater impacts would nonetheless be less than significant.

The SCVJSS has a combined permitted and design capacity of 28.1 mgd and currently treats an average daily flow of 20.5 mgd. As of 2009, approximately 7.6 mgd of treatment capacity was available for future development. The combined average daily wastewater generation of the Project and Related Project No. 3 would represent just over one percent of the remaining capacity and could be adequately accommodated by the SCVJSS. It is also anticipated that the other Related Projects located within the Santa Clarita Valley Sanitation District and future growth within the greater area could be accommodated by the SCVJSS given the available capacity that remains.

The mechanism used to fund expansion projects is the County Sanitation Districts' Connection Fee Program. Prior to the connection of the local sewer network to the County Sanitation Districts' system, all new users are required to pay their fair share of the County Sanitation Districts' sewerage system expansion through a connection fee. These fees fund treatment capacity expansion and construction of trunk lines, while on-site sewer mains are the responsibility of the developer. The rate at which connections are made and revenues accumulate drives the rate at which periodic expansions of the system are designed and built. The cyclical process of building phased expansions and collecting connection fees can continue indefinitely. The ultimate capacity of the WRPs is 34.1 mgd, which is sufficient to meet total flows projected for the Santa Clarita Valley in 2015. In addition, current projections indicate there would be sufficient capacity through Project construction buildout in 2020. Thus, cumulative impacts on wastewater treatment facilities would be less than significant.

Upon payment of applicable connection fees and compliance with the County Sanitation Districts' permitting requirements, adequate capacity would be available to meet cumulative demand. Approval of points of connection, encroachment permits, service area annexation, and

quantification of available capacity would ensure that cumulative impacts to wastewater conveyance and treatment facilities would remain less than significant.

4.16 UTILITIES AND SERVICE SYSTEMS—SOLID WASTE

Potential Effect

Development of the Project in combination with the Related Projects and ambient growth may cumulatively increase the demand for solid waste landfill capacity.

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potentially significant cumulative environmental effect as identified in the Final EIR.

Facts Supporting Finding

The geographic context for the cumulative impact analysis for solid waste is the County since the landfills serve the entire County. The Project in conjunction with known Related Projects and forecasted 2020 growth in the County would cumulatively generate solid waste, and could potentially result in cumulative impacts on solid waste facilities. Specific known development projects as well as general ambient growth projected to occur.

Project construction and forecasted 2020 growth in the County (inclusive of the 14 Related Projects) would generate construction and demolition waste and, thus, would cumulatively increase the need for waste disposal at the County's unclassified landfills. The Project would generate a total of approximately 1,221.8 gross tons of construction and demolition waste by the time the Project is built out. As noted above, the Project would include Project Design Features to divert construction and demolition waste from unclassified landfills. It is also anticipated that future cumulative development would implement similar measures to divert construction and demolition waste from landfill disposal. Furthermore, while specific construction and demolition waste and grading volumes are not available for the 14 Related Projects and as such estimating a specific cumulative solid waste tonnage would be speculative, unclassified landfills generally do not face capacity issues and unclassified landfills would be expected to have sufficient capacity to accommodate cumulative demand. Thus, cumulative impacts on unclassified landfills would be less than significant.

The 14 related projects would dispose approximately 10,724 tons of solid waste per year at County's Class III landfills. When combined with the Project's total expected waste disposal the Project and the Related Projects would generate 12,088 tons of solid waste. This amount of solid waste would represent approximately 0.008 percent of the 2009 estimated remaining capacity at the County's Class III landfills (approximately 141.878 million tons). Furthermore, since release of the Draft EIR, the City of Santa Clarita (Comment No. 8-2 in the Final EIR) has informed the County that Related Project No. 3 was a preliminary review (One Stop) application never formally submitted to the City and, accordingly, should not be considered a Related Project. As a result, the demand for solid waste disposal facilities would be less than the demand discussed in the Draft EIR. Cumulative solid waste impacts would nonetheless be less than significant.

Operation of the Project in conjunction with forecasted 2020 growth in the County (inclusive of the 14 related projects) would generate municipal solid waste and, thus, would cumulatively increase the need for waste disposal at Class III landfills.

The Related Projects would result in an estimated waste generation of approximately 10,724 tons per year. When assuming a 50 percent diversion rate, these Related Projects would generate a disposal demand of approximately 5,362 tons a year. When combined with the Project's total expected waste disposal (not accounting for diversion), the Project and the Related Projects would generate an estimated 6,726 tons of solid waste per year.

Based on the 2009 ColWMB Annual Report, the forecasted waste generation for the County in 2020 would be approximately 26,541,450 tons. Assuming a 55 percent diversion rate and accounting for use of transformation facilities, approximately 11,298,052 tons of solid waste would need to be disposed at Class III landfills. The estimated Project disposal of approximately 1,364 tons would represent only a small percentage (approximately 0.01 percent) of the County's cumulative waste disposal in 2020. Similarly, the estimated annual disposal of 6,726 tons generated by the Project and the Related Projects would represent a small percentage (approximately 0.05 percent) of the County's cumulative waste disposal in 2020. In addition, the 2009 ColWMP anticipates that future disposal needs can be adequately met through the next 15 years (i.e., 2024) through scenarios that include some combination of the following: (1) use of existing in-County Class III landfills and transformation facilities; (2) proposed expansion of in-County Class III landfill capacity through construction of new facilities or expansion of existing facilities; (3) use of out-of-County landfills for disposal, including waste-by-rail facilities; (4) use of conversion technologies; (5) expansion of diversion infrastructure; and (6) maximization of waste reduction and recycling. Thus, the Project's contribution to the County's cumulative waste stream would be less than significant.

4.17 UTILITIES AND SERVICE SYSTEMS—ENERGY

Potential Effect

Development of the Project in combination with the Related Projects and ambient growth may cumulatively increase the demand for electricity and natural gas and associated infrastructure.

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potentially significant cumulative environmental effect as identified in the Final EIR.

Facts Supporting Finding

The geographic context for the cumulative impact analysis of electricity is the service area of SCE, and geographic context for the cumulative impact analysis of natural gas is the service area of The Gas Company. The Project in conjunction with identified Related Projects and forecasted growth through 2020 in these service areas would cumulatively increase the consumption of energy.

Electricity

Forecasted growth in SCE's service area is expected to increase electricity consumption and thus cumulatively increase the need for additional electricity supplies and infrastructure capacity. The California Energy Commission (CEC) estimates that electricity consumption within SCE's planning area will increase to 121,400 gigawatt hour (Gwh) in 2018 (the latest year in the current demand forecasts), representing annual growth of about 1.5 percent. As previously indicated, the Project's estimated electricity usage would represent approximately 0.01 percent of this total future consumption. The Related Projects would result in an estimated electricity demand of 93,070 megawatt hour (MWh) per year, representing less than 0.08 percent of SCE's future usage. In combination with the Project, anticipated cumulative development would represent approximately 0.09 percent of SCE's future consumption. As with the Project's percentage, this low percentage adding the Related Projects indicates demand forecasts likely accounted for such development. Although such projects would result in the irreversible use of renewable and non-renewable electricity resources which would limit future availability, the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for the area. Furthermore, the Related Projects and any other future development would be expected to incorporate energy conservation features, comply with applicable regulations including Title 24, and incorporate mitigation measures, as necessary. Therefore, impacts associated with cumulative electricity consumption and regulatory compliance would be less than significant.

Electricity infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SCE are ongoing. It is expected that SCE would continue to expand delivery capacity as needed to meet demand increases within its service area. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. As such, cumulative impacts with respect to electricity infrastructure would be less than significant.

Natural Gas

Forecasted growth in The Gas Company's service area is expected to increase natural gas consumption and thus cumulatively increase the need for additional natural gas supplies and infrastructure capacity. The Gas Company forecasts by 2020, natural gas consumption within its service area will increase to approximately 1,011 billion cubic feet (cf) per year. Future 2020 cumulative growth within The Gas Company's service area is accounted for in this forecast. The Project's annual natural gas usage would represent approximately 0.001 percent of the forecasted total consumption in 2020. The Related Projects would result in an estimated natural gas demand of approximately 318,742 thousand cubic feet (kcf) per year, representing approximately 0.032 percent of The Gas Company's future usage. In combination with the Project, anticipated cumulative development would represent approximately 0.033 percent of future consumption within the service area. The natural gas demand attributable to these projects is well within The Gas Company's 2020 demand forecasts, and the Project's contribution to the cumulative natural gas demand would not be substantial. Although such projects would result in additional demand for renewable and non-renewable gas resources which would limit future availability, the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for the area. Furthermore, the Related Projects and any other future development would be expected to incorporate energy conservation features, comply with

applicable regulations including Title 24, and incorporate mitigation measures as necessary. Therefore, impacts associated with cumulative natural gas consumption and regulatory compliance would be less than significant. Furthermore, since release of the Draft EIR, the City of Santa Clarita (Comment No. 8-2 in the Final EIR) has informed the County that Related Project No. 3 was a preliminary review (One Stop) application never formally submitted to the City and, accordingly, should not be considered a Related Project. As a result, the demand for natural gas would be less than the demand discussed in the Draft EIR. Cumulative impacts would nonetheless be less than significant.

Natural gas infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by The Gas Company occur as needed. It is expected that The Gas Company would continue to expand delivery capacity if necessary to meet demand increases within its service area. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. As such, cumulative impacts with respect to natural gas infrastructure would be less than significant.

4.18 ENVIRONMENTAL SAFETY/FIRE HAZARDS

Potential Effect

Development of the Project in combination with the Related Projects and ambient growth may cumulatively increase the potential for disturbance of hazardous materials during earthwork and construction activities, the potential for upset conditions, the use of and/or exposure to hazardous materials during project operations, or fire hazards.

Finding

Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potentially significant cumulative environmental effect as identified in the Final EIR.

Facts Supporting Finding

Development of the Project in combination with the Related Projects has the potential to increase the risk for an accidental release of hazardous materials. Environmental safety impacts of the Project would be unique to the site, not leading to a cumulative effect in conjunction with Related Projects. Each of the Related Projects would require evaluation for potential threats to public safety, including those associated with the use, storage, and/or disposal of hazardous materials, ACMs, LBP, and PCBs would be required to comply with all applicable local, State, and federal laws, rules and regulations. Since environmental safety issues are largely site-specific, this evaluation would occur on a case-by-case basis for each individual project affected, in conjunction with development proposals on these properties. Therefore, with full compliance with all applicable local, State, and federal laws, rules and regulations, cumulative impacts would be less than significant.

4.19 LAND USE

Potential Effect

Development of the Project in combination with the Related Projects and ambient growth may result in cumulative impacts related to land use compatibility and consistency with applicable land use plans and policies.

Finding

The Project combined with the Related Projects would have a less than significant cumulative impact on land use, and therefore no mitigation measures are proposed or required.

Facts Supporting Finding

The geographic context for the cumulative impact analysis for land use is the Santa Clarita Valley. Future growth through 2020 (i.e., the Project buildout year) associated with identified Related Projects in the area and general ambient growth would have the potential to alter the existing land use environment due to conversion of vacant land to new development, infill development at increased densities, and/or conversion of existing land uses (e.g., commercial to residential). However, future development projects would be subject to existing zoning and land use designations as well as environmental review by the appropriate jurisdiction. Therefore, such future projects are not expected to fundamentally alter the existing land use relationships in the community. Rather, the concentration of development in the area would be expected to promote a more cohesive, semi-urban environment and provide needed services for the Valley's growing population. There are 14 Related Projects in the project vicinity. The Related Projects consist of several commercial and mixed-use infill and redevelopment projects, as well as a few new residential subdivisions. The majority of the Related Projects are located within the City of Santa Clarita, and only one project is located within the immediate project vicinity. Related Project No. 3 was a proposed mixed-use commercial development located at the southwest corner of Placerita Canyon Road and Sierra Highway, across SR-14 from the Development Area. However, as discussed above, Related Project No. 3 never materialized. By virtue of their location adjacent to interchanges along SR-14, several of the Related Projects are freeway-oriented commercial developments likely intended to serve weekday commuters passing through the area, such as employees of the Project, as well as local residents of nearby subdivisions. Other than desired patronage of the proposed commercial uses, the Project would not interact with the Related Projects in a manner that affects local land use patterns and relationships. As such, the Project's cumulative impacts regarding land use compatibility would be less than significant.

Like the Project, development of the Related Projects is expected to occur in accordance with adopted plans and regulations. If plan amendments or zone changes are needed to accommodate particular projects, they would be carried out in accordance with established local procedures, including CEQA review and an evaluation of consistency with policies/regulations adopted for the purpose of avoiding or mitigating a physical impact on the environment. Based on the information available regarding the Related Projects, the Related Projects under consideration in the Project area would implement and support important local and regional planning goals and policies. New projects would be subject to appropriate permit approval processes and would incorporate

mitigation measures necessary to reduce potential land use impacts. Furthermore, as the Project would generally be consistent with applicable land use plans, policies, and regulations, the Project would not incrementally contribute to significant cumulative land use inconsistencies. Therefore, no significant cumulative land use impacts are anticipated.

SECTION 5.0

ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE AFTER MITIGATION

The Board has determined, based on the Final EIR, that after implementation of project design features and mitigation measures, the Project will have a significant and unavoidable impact on the following environmental resource areas: Noise (short-term project and cumulative construction noise impacts; cumulative off-site operational traffic noise impacts) and Air Quality (short-term project and cumulative construction regional air quality (VOCs and NOx) impacts). The Findings for each of these environmental resource areas is presented below.

In accordance with the CEQA Guidelines Section 15093, a Statement of Overriding Considerations has been prepared to substantiate the County's decision to accept these significant and unavoidable adverse environmental impacts because of the benefits afforded by the Project.

5.1 NOISE (SHORT-TERM PROJECT AND CUMULATIVE CONSTRUCTION NOISE IMPACTS AND CUMULATIVE OFF-SITE OPERATIONAL TRAFFIC NOISE IMPACTS)

Potential Effect

Significant and unavoidable direct impacts, after incorporation of mitigation measures, would result with respect to the following environmental resources areas:

- (a) Off-Site Impacts–Project Construction and Cumulative Construction (Significant and Unavoidable Impact)
- (b) Mobile Noise Impacts–Cumulative Operation (Significant and Unavoidable Impact)

Finding

Changes or alterations have been required in, or incorporated into, the Project which substantially decrease the significant environmental effects identified in the FEIR.

Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

Facts Supporting Finding

Off-Site Impacts–Project Construction and Cumulative Construction (Significant and Unavoidable Impact).

The Project involves off-site utility improvements that include construction of new infrastructure (e.g., sanitary sewer and water lines) and installation of replacement power poles along public rights-of-way. There are residential uses along the sewer and water line alignments and near the locations proposed for installation of the replacement power poles.

Construction of the proposed sewer line (Oak Orchard Alignment) would expose residential uses that are approximately 25 feet from the construction zone to noise levels up to 86 dBA during peak construction periods when the construction activities take place directly in front of these residential properties. Thus, the estimated construction noise levels for the sewer improvements would exceed the County's significance threshold of 75 dBA (for activities less than 10 days, since construction of the utility line would last fewer than 10 days along any given roadway segment). Therefore, short-term significant noise impacts on residential receptors are expected from construction of the sewer improvements.

Under the two water line alignment options, construction of the water lines would generate noise levels of up to 76 dBA and 62 dBA, respectively, when the construction activities take place near adjacent residential properties. Thus, the County's significant threshold of 75 dBA (for activities less than 10 days, since construction of the utility line would last fewer than 10 days along any given roadway segment) would be exceeded under the first water alignment option, but not the second option. However, construction of the associated water booster pump under either option would result in noise levels that exceed the County's significance threshold of 60 dBA (for construction activities lasting more than 10 days, since construction of the booster pump would likely last longer than 10 days) and would result in a significant impact. Therefore, short-term significant noise impacts on residential receptors are expected from construction of the water improvements.

Maximum construction noise levels associated with replacement of the SCE power poles are estimated to be 62 dBA (Leq) at the nearest residential use located northeast of Sierra Highway and Golden Valley Road. This estimated construction noise level would exceed the significance threshold of 60 dBA (Leq) for construction activities lasting more than 10 days; however, it would not exceed the significance threshold of 75 dBA (Leq) for construction activities lasting less than 10 days. In addition, this noise level would be lower than the existing daytime ambient noise level at nearby receptor R5. Therefore, noise impacts associated with replacement of the off-site SCE power poles during daytime hours would be less than significant. Should the power pole replacements occur during nighttime hours, the resulting noise levels would exceed the nighttime noise thresholds and the nighttime ambient, thus significant noise impacts would be expected. However, these noise impacts would be temporary, as replacement of the power poles would require a maximum of a few weeks (and could be as short as several days at any given location). Despite proposed mitigation, such impacts would remain significant and unavoidable, although temporary in nature.

In addition, as analyzed in the Draft EIR, construction of the off-site improvements in conjunction with the Related Projects would result in cumulative construction noise impacts that would be significant and unavoidable. As indicated in the Draft EIR, a total of 14 Related Projects are identified in the vicinity of the Development Area, ranging from approximately 600 feet to nearly four miles away. Noise from construction of development projects is typically localized and has the potential to affect areas immediately within 500 feet from the construction site. Therefore, noise from construction activities from projects within 1,000 feet of each other could contribute to a cumulative noise impact for receptors located between the two construction sites. While most of the 14 Related Projects are located more than 5,000 feet from the Development Area, Related Project No. 3 (a mixed-use office development) was located approximately 600 feet from the Development Area at the southwest corner of Sierra Highway and Placerita Canyon Road. The

nearest sensitive receptor to the Development Area, receptor R2, is located approximately 1,500 feet from the Related Project No. 3 and 2,400 from the Proposed Development Area. However, since release of the Draft EIR, the City of Santa Clarita (Comment 8-2 in the Final EIR) has informed the County that Related Project No. 3 (the Kellstrom Project), which was the geographically closest project to the Ranch and the Development Area, was a preliminary review (One Stop) application never formally submitted to the City and, accordingly, should not be considered a Related Project. As a result, the analysis in the Draft EIR is conservative and the cumulative construction noise impact may no longer be significant and unavoidable and would be less than the impact analyzed in the Draft EIR. However, to be conservative, the impact is considered significant and unavoidable.

Mobile Noise Impacts—Cumulative Operation (Significant and Unavoidable Impact).

Cumulative off-site traffic volumes associated with on-site operations would result in a significant noise impact (a maximum increase of 8.5 dBA (CNEL)) affecting the existing residential development along Placerita Canyon Road (west of Sierra Highway). While significant cumulative noise impacts would result along this segment of Placerita Canyon Road, the Project's contribution to the cumulative impacts along this roadway segment would be less than 1.0 dBA. There are no feasible mitigation measures to reduce this impact since vehicular access to and from the single-family residential uses is provided by driveways along Placerita Canyon Road and construction of a noise barrier wall at these locations would interfere with property access. Therefore, cumulative off-site traffic would result in a significant and unavoidable noise impact for the existing residential homes along Placerita Canyon Road (west of Sierra Highway).

The Project will implement the following mitigation measures that will reduce but not eliminate the significant and unavoidable noise impacts:

MM C-3: At least 72 hours prior to the construction of the off-site water and sewer improvements, the Applicant shall provide written notification to residences within a 100-foot radius of the construction zone of these improvements.

MM C-6: For construction of segments of the proposed off-site utility lines located within the jurisdiction of the County of Los Angeles or the City of Santa Clarita, construction shall be permitted from 7:00 A.M. to 7:00 P.M. Monday through Friday and 8:00 A.M. to 6:00 P.M. on Saturday. For applicable segments under Caltrans' jurisdiction, construction hours shall be from 11:00 P.M. to 5:00 A.M. Monday through Friday.

5.2 AIR RESOURCES—AIR QUALITY (SHORT-TERM PROJECT AND CUMULATIVE CONSTRUCTION REGIONAL AIR QUALITY IMPACTS)

Potential Effect

Significant and unavoidable direct impacts, after incorporation of mitigation measures, would result for the following threshold:

Construction Regional Emissions Would Exceed South Coast Air Quality Management District Thresholds (short-term project and cumulative construction regional air quality, VOCs and NO_x, impacts).

Finding

Changes or alterations have been required in, or incorporated into, the Project which substantially decrease the significant environmental effects identified in the Final EIR.

Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

Facts Supporting Finding

Construction of the Project has the potential to create air quality impacts through the use of heavy-duty construction equipment, vehicle trips generated from construction workers, and fugitive dust emissions. Construction-related daily maximum regional construction emissions would exceed the SCAQMD daily significance thresholds for VOC and NO_x. Therefore, regional construction emissions resulting from the Project would result in a significant short-term impact.

Construction-related daily maximum regional construction emissions associated with the Off-Site Infrastructure Improvements would not exceed the SCAQMD daily significance thresholds. Therefore, impacts from regional construction emissions resulting from the Off-Site Infrastructure Improvements would be less than significant.

Construction-related daily maximum regional construction emissions associated with combined on- and off-site construction activities would exceed the SCAQMD daily significance thresholds for VOC and NO_x. Therefore, regional construction emissions resulting from the Project would result in a significant short-term impact even with implementation of mitigation measures.

In addition, the Project would have a cumulative impact due to construction-related regional NO_x and VOC emissions.

The Project will implement the following project design feature and mitigations measures that will reduce but not eliminate the significant effect on regional air emissions during construction:

PDF E.1-1: During construction, the Project shall comply with the South Coast Air Quality Management District's Rule 403 regarding fugitive dust control. The following control measures shall be implemented to control fugitive dust:

- Watering active construction areas twice daily unless visibly moist to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- Covering stockpiled soil with secured tarps or plastic sheeting or spraying with a soil stabilizer when not in active use.
- Securing loads by trimming, watering or other appropriate means to prevent spillage and dust.

- Maintaining soil stabilization of inactive construction areas with exposed soil via water, non-toxic soil stabilizers, or replaced vegetation.
- Suspending earthmoving operations or applying additional watering to meet Rule 403 criteria if wind gusts exceed 25 miles per hour;
- Covering all haul trucks or maintaining at least 6 inches of freeboard;
- Minimizing track-out emissions using the methods provided for in Rule 403; and
- Limiting vehicle speeds to 15 miles per hour or less in staging areas and on haul roads.

MM E.1-1: All equipment shall be properly tuned and maintained in accordance with manufacturer's specifications. Verification documentation shall be provided to the County of Los Angeles Department of Regional Planning upon request within five business days.

MM E.1-2: During construction, trucks and vehicles in loading and unloading queues shall have their engines turned off after 5 minutes when not in use, to reduce vehicle emissions.

MM E.1-3: Outdoor construction activities shall be discontinued during second stage smog alerts.

MM E.1-4: After rough grading of the Project site is completed, construction activity shall utilize electricity from power poles on or adjacent to the Ranch rather than temporary diesel power generators and/or gasoline power generators when electricity with adequate circuit capacity is available from power poles in proximity to construction areas.

MM E.1-5: During Project construction, all internal combustion engines/construction equipment operating on the Project site shall meet United States Environmental Protection Agency-Certified Tier 3 emissions standards or higher, according to the following:

- Project start to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technologies devices certified by the California Air Resources Board. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations.
- Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with Best Available Control Technologies devices certified by the California Air Resources Board. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations.

- A copy of each unit's certified tier specification, Best Available Control Technologies documentation, and California Air Resources Board or South Coast Air Quality Management District operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
- Encourage construction contractors to apply for South Coast Air Quality Management District "SOON" funds. Incentives could be provided for those construction contractors who apply for "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. (More information on this program can be found at the following website: www.aqmd.gov/tao/Implementation/SOONProgram.htm.)

MM E.1-6: Project buildings shall be designed to minimize the need for the application of architectural coatings. Where the application of architectural coatings is necessary on-site, the Applicant shall comply with the South Coast Air Quality Management District's Rule 1113 regarding the use of low and zero volatile organic compound coatings.

MM E.1-7: Mass grading shall be limited to 10 acres per day.

MM E.1-8: Construction of the proposed Placerita Canyon Connector Trail shall be scheduled so as not to occur concurrently with Project-related grading activities within the Ranch.

MM E.1-9: During soil export activities, the selected contractor shall provide remote dispatch for haul trucks to minimize queuing on Placerita Canyon Road immediately adjacent the site.

MM E.1-10: During soil export activities, the selected contractor shall use diesel haul trucks that meet the United States Environmental Protection Agency's 2007 model year emissions requirements for nitrogen oxides (NO_x).

SECTION 6.0

PROJECT ALTERNATIVES

The following Findings and Statements of Fact regarding Project alternatives and certain mitigation measures identified in the Final EIR are set forth to comply with CEQA Section 21002 and CEQA Guidelines Section 15126.6. Alternatives to the Project described in the Draft EIR were analyzed and considered. These alternatives constitute a reasonable range of alternatives necessary to permit a reasoned choice.

For the reasons set forth below, and in light of the analysis of the Alternatives presented in Section VI, Project Alternatives, of the Draft EIR, Alternative 3, the Reduced Program Alternative, would be considered the environmentally superior alternative. Alternative 3 would reduce more of the Project impacts compared to the other remaining alternatives. However, the Reduced Project Alternative would not eliminate any of the significant impacts of the Project. Specifically, the significant short-term impacts associated with regional construction air emissions and off-site construction noise would remain, as would cumulative off-site operational mobile noise. In addition, Alternative 3 would not meet the Project's underlying purpose to provide for at least eight soundstages within a state-of-the-art motion picture and television studio within the westernmost portion of the Ranch. Further, Alternative 3 would not fulfill many of the basic objectives of the Project. Alternative 1 would reduce all environmental impacts, but would accomplish none of the Project objectives. Alternatives 2 and 4 would reduce some environmental impacts, but would not fully satisfy the Project objectives. Therefore, each alternative has benefits; however, none of the alternatives is superior to the Project.

6.1 ALTERNATIVES CONSIDERED BUT NOT EVALUATED

The Draft EIR considered four potential alternatives that were rejected as infeasible, and were therefore not analyzed in detail. The alternatives considered but not evaluated included: Culverting Placerita Creek, Reduced Grading, Development Within the Western and Central Portions of the Ranch Floor, and an Alternative Site.

6.2 ALTERNATIVE 1: NO PROJECT/NO BUILD

Description

Consistent with CEQA Guidelines Section 15126.6(e)(3)(B), Alternative 1: No Project/No Build is the circumstance under which the project does not proceed. Under Alternative 1: No Project/No Build, the Ranch would remain in its existing state and no development would occur.

Finding

Alternative 1: No Project/No Build is rejected as infeasible because it fails to meet the Project's underlying purpose to provide for a state-of-the-art motion picture and television studio within the westernmost portion of the Ranch and any of the Project objectives. In addition, specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternative.

Facts Supporting Finding

Alternative 1 assumes on-site activities would be limited to the continuation of existing outdoor filming and intermittent agricultural uses within the Ranch. As a result, Alternative 1 would not meet the Project's underlying purpose to provide for a state-of-the-art motion picture and television studio, which would include at least 8 soundstages, on the westernmost portion of the Ranch while maintaining the scenic qualities of the filming backdrop and the Ranch and existing filming activities on the remainder of the Ranch floor, including the use of outdoor filming sets and intermittent agricultural uses.

The Project would recognize the synergy of having the existing outdoor filming activities and the proposed indoor film production consolidated on the same site, thus maximizing efficiencies and reducing vehicle trips. The proposed production facilities would accommodate indoor production needs in the County, while supporting the expansion of the entertainment industry locally and regionally. Alternative 1 would not meet these underlying purposes and goals of the Project. Furthermore, Alternative 1 would not meet many of the basic objectives that support this underlying purpose.

Therefore, Alternative 1: No Project/No Build does not constitute a reasonable alternative to the Project because it is incapable of meeting the Project objectives. Also, although it would avoid the significant and unavoidable impacts identified for the Project, this alternative would not contribute to underlying purpose of the Project.

6.3 ALTERNATIVE 2: DEVELOPMENT IN ACCORDANCE WITH EXISTING PLANS

Description

CEQA Guidelines Section 15126.6(e)(2) of the CEQA Guidelines specifies that the "No Project analysis shall discuss the existing conditions at the time the Notice of Preparation is published, as well as what would be reasonably expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services". Therefore, Alternative 2 assumes that the site would be developed pursuant to the existing zoning and land use designations for the Project site and would not involve a zone change or land use plan amendment.

The Ranch is designated in the County General Plan as Rural, Non-Urban (R) and Open Space (O) and zoned A-2-1 (Heavy Agricultural—One Acre Minimum Required Area) and A-2-2 (Heavy Agricultural—One Acre Minimum Required Area), designations and zoning that allow for agricultural and residential uses and provides for motion picture sets as conditionally permitted uses. The 1990 Santa Clarita Valley Area Plan, which governs the Project because the County deemed complete the Project's application on May 4, 2010, designates the Ranch as HM (Hillside Management), W (Floodway/Flood Plain) and O-NF (Open Space/National Forest). The HM designation limits development of residential uses to areas of a site with a natural slope of 25 percent or less. Under these zoning and land use parameters, the proposed Development Area could be built out with single-family residential units, consistent with development of other properties in the Project vicinity. Assuming this scenario, Alternative 2 would include

approximately 34 single-family dwelling units spread throughout approximately 34 acres of the approximately 58-acre Development Area. The remaining 24 acres, comprised of approximately 12 acres that contain slopes greater than 25 percent and approximately 12 acres that are part of the LADWP transmission corridor, would not be developed.

As part of Alternative 2, the existing vacant structure within the Development Area would be removed and the Ranch foreman's mobile home would be relocated within the Ranch, similar to the Project. Substantial grading would be required for development of the residential pads and to stabilize the slopes of the existing fill pads within the Development Area. Under Alternative 2, it is assumed Placerita Creek would be restored and enhanced, but to a lesser degree than with the Project. Access to the residential uses under Alternative 2 would be provided by two or more access points along Placerita Canyon Road that would connect to an internal roadway system. While an electrical substation and central utility plant would not be necessary, on and off-site infrastructure improvements, including a water storage tank, would be required, similar to the Project. On- and off-site infrastructure improvements, including a water tank, would also be required.

Finding

Alternative 2: Development in Accordance with Existing Plans is rejected as infeasible because it fails to meet the majority of Project objectives and would not meet the Project's underlying purpose to provide for at least eight soundstages within a state-of-the-art motion picture and television studio within the westernmost portion of the Ranch. In addition, specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternative.

Facts Supporting Finding

Alternative 2 would not meet the Project's underlying purpose to provide for a state-of-the-art motion picture and television studio, which would include at least 8 soundstages, on the westernmost portion of the Ranch while maintaining the scenic qualities of the filming backdrop and the Ranch and existing filming activities on the remainder of the Ranch floor, including the use of outdoor filming sets and intermittent agricultural uses. Furthermore, Alternative 2 would not meet many of the objectives that support this underlying purpose.

Specifically, this Alternative would not meet several of the Project's land use and planning objectives, including the following: developing at least eight soundstages and associated production support facilities; minimizing visibility of the Development Area from existing outdoor filming areas within the Ranch; and developing new buildings at grades that minimize visibility from off-site. Alternative 2 would, however, achieve the following objectives: transforming the barren fill pads; minimizing the amount of land within the Ranch to be developed; maintaining the rural setting of the Development Area and the Ranch; maintaining 195 acres used for outdoor filming and 637 acres of existing filming backdrop areas within the Ranch; retaining the ability to film in a natural setting; locating proposed buildings and structures outside the 100-year flood plain; ensuring appropriate infrastructure capacity; and maintaining views of Placerita Creek and the surrounding hillsides of Placerita Canyon. In addition, the following objectives would be achieved, but to a lesser degree than under the Project (since the Project would exceed mitigation

requirements via its Project Design Features and objectives): implementing an environmentally sensitive development that respects and enhances Placerita Creek and its riparian corridor; implementing a comprehensive landscaping program that emphasizes the use of native and drought-tolerant landscaping; and implementing a comprehensive oak tree planting program that exceeds County requirements.

Alternative 2 would not meet the Project's operational objectives, including the following: consolidating indoor and outdoor production uses on a single site; providing the flexibility to host up to six first-year productions or up to two mature productions, along with additional post-production facilities associated with those shows; or providing flexibility to respond to evolving market conditions and production needs.

Similarly, Alternative 2 would not meet most of the Project's transportation, parking, access, or transit objectives, including the following: improving vehicular access between SR-14, Placerita Canyon Road, and other local roadways in the Project vicinity; interconnecting the Development Area with the other areas of the Ranch; promoting internal access within the Ranch to allow the continuation of existing outdoor filming and agricultural operations; promoting the use of recreation trails within the Project vicinity; and providing pedestrian and bicycle pathways throughout the Development Area to reduce unnecessary vehicular travel and promote non-motorized circulation. Alternative 2 would, however, ensure adequate vehicular queuing areas and lines of sight at entrances and exits in the Development Area.

Alternative 2 would likely implement various sustainability objectives, but fewer than the Project. The objectives could include the following: implementing a comprehensive program of resource protection, enhancement, and conservation; promoting sustainability, including measures to increase efficiency and the use of renewable resources while decreasing use of non-renewable energy; using green building design and construction practices as well as new technologies to reduce the consumption of energy and water; implementing green building design and construction practices capable of achieving LEED™ certification; using drought-tolerant plant species, including native and non-native plants, for a minimum of 75 percent of total landscaping in order to minimize water usage; using planted areas and bio-swales to promote groundwater infiltration and reduce stormwater runoff; and promoting the efficient use of water through incorporation of water conservation measures.

Finally, Alternative 2 would not meet most of the Project's economic objectives, including the following: supporting the expansion of the entertainment industry locally and regionally; providing for studio-related uses on the Ranch to meet the growing and changing needs of the entertainment industry; expanding the economic base of the County and the City of Santa Clarita by generating additional employment opportunities and revenues; providing jobs in a housing rich area; and providing a substantial boost to the local economy. Alternative 2 would, however, create construction jobs, although not to the same extent as the Project.

Overall, Alternative 2 would not meet the Project's underlying purpose or the majority of Project objectives addressing: (1) land use and planning; (2) operations; (3) transportation, parking, access, and transit; (4) sustainability; or (5) economic development.

6.4 ALTERNATIVE 3: REDUCED PROGRAM

Description

The Reduced Program Alternative, Alternative 3, includes the Project's proposed uses, but reduces the quantity and footprint of development that would occur. Specifically, development of Alternative 3 would be generally limited to the two large, mostly barren, fill pads within the westernmost portion of the Ranch that collectively comprise approximately 23.6 acres. In addition, similar to the Project, a new electrical substation would be developed within an approximate two-acre area north of the fill pads. The portion of Placerita Creek that runs between the two fill pads would be enhanced as part of Alternative 3, and the 12-acre portion of the Development Area located within the LADWP transmission corridor would not be developed with structures but may be used for surface parking. Under Alternative 3, the remaining approximately 18 acres of the Development Area located to the east of the fill pads would remain undeveloped. Thus, the area to be developed with studio and production facilities would be substantially reduced as compared to the Project. Due to the reduced site footprint of approximately 40 acres, the number of soundstages and associated production facilities would be reduced. Specifically, Alternative 3 would accommodate a total of six soundstages or approximately half the number of soundstages and associated production facilities that would be accommodated by the Project. Similar to the Project, grading would occur within both of the existing fill pads. However, with no development located east of the fill pads, the pad elevations would not need to be substantially lowered, nor the area east of the southern pad raised, and, thus, grading would be limited to that necessary to provide for new foundations, access between the two pads, and stabilization of the fill pad slopes along Placerita Creek. Overall, under Alternative 3 the amount of grading would be reduced by 575,000 cubic yards and soil export would be approximately the same as under the Project. Restoration and enhancement of Placerita Creek would be limited to the area of the Creek that passes between the two fill pads.

Under Alternative 3, primary access to the Development Area would be provided from Placerita Canyon Road adjacent to the southern pad, with additional access provided from an internal roadway within the Ranch that would connect to Placerita Canyon Road in the vicinity of the existing main entrance to the Ranch. Like the Project, internal access between the two pads would be provided via an access road crossing over Placerita Creek at the western edge of the proposed Development Area. However, the bridge proposed under the Project to span across Placerita Creek would not be developed under Alternative 3. Also as part of Alternative 3, parking would be provided within surface parking areas adjacent to new buildings on the pad areas; parking could also potentially be located within the LADWP transmission corridor as well as within the existing unpaved parking area located on the Ranch east of the Development Area (i.e., within one of the Conditional Parking Areas). On and off-site infrastructure improvements would be required, similar to the Project, including a water tank on the Ranch south of Placerita Canyon Road. A landscape program similar to the Project's would be implemented, but would cover only the approximately 24-acre fill pad areas and adjacent frontage along SR-14 and Placerita Canyon Road.

The existing vacant structure within the Development Area would not need to be removed, as it is located in the area to remain undeveloped; however, the Ranch foreman's mobile home may be relocated within the Ranch, similar to the Project.

Finding

Alternative 3: Reduced Program is rejected as infeasible because it fails to meet the majority of Project objectives and would not meet the Project's underlying purpose to provide for at least eight soundstages within a state-of-the-art motion picture and television studio within the westernmost portion of the Ranch. In addition, specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternative.

Facts Supporting Finding

Alternative 3 would not meet the Project's underlying purpose to provide for at least eight soundstages within a state-of-the-art motion picture and television studio within the westernmost portion of the Ranch. While Alternative 3 would meet several of the Project's objectives, in the absence of eight soundstages, the operational objectives of the Project would not be achieved.

Specifically, Alternative 3 would meet most of the Project's land use and planning objectives, including the following: maintaining the rural setting of the Development Area and the Ranch; transforming the barren fill pads; locating more intensive production uses closest to SR-14; implementing a comprehensive landscaping program that emphasizes the use of native and drought-tolerant landscaping; maintaining 195 acres used for outdoor filming and 637 acres of existing filming backdrop areas within the Ranch; retaining the ability to film in a natural setting; locating proposed buildings and structures outside the 100-year flood plain; and ensuring appropriate infrastructure capacity. In addition, Alternative 3 would minimize the amount of land within the Ranch to be developed, limiting new development to the existing fill pad areas to reduce the area of impact. Alternative 3, however, would restore and enhance less of Placerita Creek than would be enhanced under the Project. Given the minimal grading and resulting increased fill pad elevation when compared to the Project, Alternative 3 would have increased impacts on views of Placerita Creek and the surrounding hillsides of Placerita Canyon. It also would increase the visibility of the Development Area from existing outdoor filming areas within the remainder of the Ranch, disrupting existing filming activities. Alternative 3 would implement a less comprehensive oak tree planting program than would occur under the Project. Most significantly, Alternative 3 would not meet the Project objective to develop at least eight soundstages and associated production support facilities to allow a minimum of six first-year productions or two mature productions within the studio area.

Alternative 3 would meet some of the Project's operational objectives, including the following: consolidating indoor and outdoor production uses on a single site; providing flexibility to respond to evolving market conditions and production needs; and providing a secure environment. However, Alternative 3 would not provide the flexibility to host up to six first-year productions (in twelve soundstages) or up to two mature productions (in eight soundstages), along with additional post-production facilities associated with those shows. Alternative 3 would not include a Studio Office Option, which would not fulfill the Project's objective of providing the flexibility to develop studio offices based on industry needs.

Alternative 3 would meet some of the Project's transportation, parking, access, and transit objectives, including the following: improving vehicular access between SR-14, Placerita Canyon

Road, and other local roadways in the Project vicinity; ensuring adequate vehicular queuing areas and lines of sight at entrances and exits in the Development Area; and promoting the use of recreation trails within the Project vicinity. However, given the minimal grading of the fill pads, Alternative 3 would not provide for a smooth connection between the fill pads and the remaining areas of the Ranch and, accordingly, would not promote internal access within the Ranch to the same extent as the Project.

Additionally, Alternative 3 would meet the sustainability objectives, including the following: implementing a comprehensive program of resource protection, enhancement, and conservation; promoting sustainability, including measures to increase efficiency and the use of renewable resources while decreasing use of non-renewable energy; using green building design and construction practices as well as new technologies to reduce the consumption of energy and water; implementing green building design and construction practices capable of achieving LEED™ Silver certification for several buildings; using drought-tolerant plant species, including native and non-native plants, for a minimum of 75 percent of total landscaping in order to minimize water usage; using planted areas and bioswales to promote groundwater infiltration and reduce stormwater runoff; and promoting the efficient use of water through incorporation of water conservation measures.

Finally, Alternative 3 would not fully attain the Project's economic objectives, including the following: supporting expansion of the entertainment industry locally and regionally; providing for studio-related uses on the Ranch to meet the growing and changing needs of the entertainment industry; expanding the economic base of the County and the City of Santa Clarita by generating additional employment opportunities and revenues; providing jobs in a housing rich area; creating construction jobs; and providing a boost to the local economy.

Overall, Alternative 3 would not meet the Project's underlying purpose and several basic Project objectives addressing: (1) land use and planning; (2) operations; (3) transportation, parking, access, and transit; (4) sustainability; and (5) economic development.

6.5 ALTERNATIVE 4: ALTERNATIVE DESIGN WITH REDUCED PROGRAM

Description

The Alternative Design with Reduced Program Alternative, Alternative 4, was developed to reduce the number of oak trees removed within the Development Area. Specifically, this Alternative would expand the Project beyond the Development Area to include additional areas of the Ranch to the east to accommodate most of the proposed program uses, while siting the development so as to reduce the number of oak trees removed. Based on the Development Area, approximately six soundstages would be accommodated within the existing northern and southern fill pad areas under this Alternative. In addition, new development pads would be located elsewhere on the Ranch floor in areas that do not contain a substantial number of oak trees and do not consist of steep slopes. To ensure development is outside of the 100-year floodplain, these additional development pads would be raised. In order to minimize the number of oak trees removed, the development pads and associated new structures would be spread throughout a larger geographic area and would be connected via internal access roads. Based on the limited amount of area within the Ranch that is not currently used for filming purposes, is not located within the LADWP

transmission corridor, does not consist of steep slopes, and does not include an abundance of oak trees, only four additional soundstages and associated production facilities could be accommodated to the east of the Project's Development Area. Thus, in total, this Alternative would include ten soundstages and associated production facilities, or a reduction of two soundstages when compared to the Project.

Similar to the Project, grading would occur within the existing fill pads in the Development Area. However, the pad elevations would not be substantially lowered, and grading would be limited to that necessary to provide for new foundations, access between the two pads, and stabilization of the slopes along Placerita Creek. Restoration and enhancement of Placerita Creek would be limited to the area of the Creek that passes between the two fill pads. Grading would also occur on other areas of the Ranch where additional facilities would be built, and fill soils would be required to raise pad elevations above the 100-year floodplain. Thus, some import of soil would be required under Alternative 4; however, an effort would be made to balance the soils on the Ranch. Similar to the Project, the stabilization of the fill slopes along Placerita Creek would require the removal of several oak trees.

Under Alternative 4, primary access to the site would be provided from Placerita Canyon Road adjacent to the southern pad, with secondary access provided further to the east near the existing Ranch main entrance. Like the Project, internal access between the two fill pads would be provided via an access road crossing over Placerita Creek at the western edge of the Development Area. However, the bridge proposed by the Project to span across Placerita Creek would not be provided under Alternative 4. Internal roadways would be developed and paved throughout portions of the Ranch to connect the various development sites. Under Alternative 4, parking would be provided within surface parking areas adjacent to new buildings on the fill pad areas and on the other development pads scattered throughout the Ranch; parking also could be located below the LADWP transmission corridor and within the existing unpaved parking area to the east of the Development Area (i.e., within one of the Conditional Parking Areas). On- and off-site infrastructure improvements would be required, including a water tank on the Ranch south of Placerita Canyon Road, similar to the Project. A landscape program similar to the Project's would be implemented and would be expanded to cover each of the development sites.

The existing vacant structure within the Development Area would not need to be removed, as it is located in the area to remain undeveloped; however, the Ranch foreman's mobile home could be relocated within the Ranch, similar to the Project.

Finding

Alternative 4: Alternative Design with Reduced Program is rejected as infeasible because it fails to meet most of the Project objectives and would not meet the Project's underlying purpose to provide for at least eight soundstages within a state-of-the-art motion picture and television studio within the westernmost portion of the Ranch. In addition, specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternative.

Facts Supporting Finding

Alternative 4 would not meet the Project's underlying purpose to provide for at least eight soundstages within a state-of-the-art motion picture and television studio within the westernmost portion of the Ranch, while maintaining the scenic qualities and existing operational activities at the Ranch, including the use of outdoor filming sets and venues and intermittent agricultural operations. Alternative 4 would have a significant impact on outdoor filming. While Alternative 4 would meet most of the Project's objectives, given the significant impact on outdoor filming, the fundamental operational objectives of the Project would not be achieved.

Specifically, Alternative 4 would meet several of the Project's land use and planning objectives, including the following: developing at least eight soundstages and associated production support facilities; transforming the barren fill pads; implementing a comprehensive landscaping program that emphasizes the use of native and drought tolerant landscaping; locating proposed buildings and structures outside the 100-year flood plain; and ensuring appropriate infrastructure capacity. Alternative 4, however, would restore and enhance less of Placerita Creek than would be enhanced under the Project. Given the minimal grading and resulting increased fill pad elevation when compared to the Project, Alternative 4 would have increased impacts on views of Placerita Creek and the surrounding hillsides of Placerita Canyon. It would have a greater impact on the viewshed of Placerita Canyon because it would place the studio throughout the valley floor at the Ranch rather than clustering development next to the SR-14. It also would increase the visibility of the Development Area from existing outdoor filming areas within the remainder of the Ranch and develop areas currently used for outdoor filming, significantly disrupting existing filming activities. Alternative 4 would implement a less comprehensive oak tree planting program than would occur under the Project. Alternative 4 would not minimize the amount of land within the Ranch to be developed, cluster and focus new development within the existing fill pad areas to reduce the area of impact, or provide for a consolidated, efficiently planned development while minimizing the impact to outdoor filming within the Ranch. Alternative 4 also would not achieve the following to the same extent as the Project: maintaining the rural setting of the Development Area and the Ranch; locating more intensive production uses closest to SR-14; maintaining the acreage used for outdoor filming and existing filming backdrop areas within the Ranch; minimizing visibility of the Development Area from existing outdoor filming areas within the Ranch and retaining the ability to film in a natural setting; and developing new buildings at grades that minimize visibility from off-site.

Alternative 4 would meet one of the Project's operational objectives: providing a secure environment. However, given its impacts on existing outdoor filming uses, Alternative 4 would not consolidate indoor and outdoor production uses on a single site or provide flexibility to respond to evolving market conditions and production needs, as this Alternative would not allow the development of the Studio Office Option. It would not provide the flexibility to host up to six first year productions (in twelve soundstages), although it could host up to two mature productions (in eight soundstages), along with additional post-production facilities associated with those shows.

Alternative 4 would meet some of the Project's transportation, parking, access, and transit objectives, including the following: improving vehicular access between SR-14, Placerita Canyon Road, and other local roadways in the Project vicinity; ensuring adequate vehicular queuing areas and lines of sight at entrances and exits in the Development Area; and promoting the use of

recreation trails within the Project vicinity. However, given the minimal grading of the fill pads and expansion of the development footprint, Alternative 4 would not provide for a smooth connection between the fills pads and the other developed areas of the Ranch and, accordingly, would not promote internal access within the Ranch to the same extent as the Project.

Alternative 4 would meet the sustainability objectives, including the following: implementing a comprehensive program of resource protection, enhancement, and conservation; promoting sustainability, including measures to increase efficiency and the use of renewable resources while decreasing use of non-renewable energy; using green building design and construction practices as well as new technologies to reduce the consumption of energy and water; implementing green building design and construction practices capable of achieving LEED™ Silver certification for several buildings; using drought-tolerant plant species, including native and non-native plants, for a minimum of 75 percent of total landscaping in order to minimize water usage; using planted areas and bioswales to promote groundwater infiltration and reduce stormwater runoff; and promoting the efficient use of water through incorporation of water conservation measures.

Finally, Alternative 4 would meet several of the Project's economic objectives, although not to the same degree as the Project, including the following: providing for studio-related uses on the Ranch to meet the growing and changing needs of the entertainment industry; expanding the economic base of the County and the City of Santa Clarita by generating additional employment opportunities and revenues; providing jobs in a housing rich area; creating construction jobs; and providing a boost to the local economy. However, given the significant impact of Alternative 4 on the existing outdoor filming on the Ranch, Alternative 4 could decrease the economic boost to the local economy and affect the expansion of the entertainment industry locally and regionally.

Overall, Alternative 4 would not meet the Project's underlying purpose and several basic Project objectives addressing: (1) land use and planning; (2) operations; (3) transportation, parking, access, and transit; (4) sustainability; and (5) economic development.

SECTION 7.0

OTHER CEQA CONSIDERATIONS

GROWTH-INDUCING IMPACTS

Pursuant to CEQA Guidelines Sections 15126(d) and 15126.2(d), the Draft EIR examined ways in which the Project could foster economic or population growth, or the construction of additional development, either directly or indirectly, in the surrounding environment.

As discussed in the Initial Study prepared for the Project, which is provided in Appendix A of the Draft EIR, the Project would not include any housing which would increase the local or regional population. However, the Project could induce substantial direct or indirect population growth through the creation of new jobs. Project-generated employment growth would not exceed the established SCAG regional forecast for employment growth in the County of Los Angeles.

With regard to infrastructure-induced population growth, all roadway improvements planned for the Project or as mitigation are intended to improve access to the Ranch and the Development Area, reduce vehicle idling and queuing, improve access to public transit, and minimize use of automobiles and trucks travelling throughout the Development Area. These roadway improvements would not open any large undeveloped areas for new use. Utility and other infrastructure upgrades are also intended to meet Project-related demand. Specifically, the new water and wastewater lines and electrical and natural gas infrastructure have been designed to provide for the Project and would not generate substantial capacity that would induce growth. The new wastewater line would convey wastewater flows westerly from the Development Area through an existing, low density, residential neighborhood that was included in the capacity analysis performed in the Sewer Area Study. Thus, this wastewater line is unlikely to increase density. In addition, while the Newhall County Water District would require the construction of an approximately 2,000,000 gallon water tank, which is greater than the 730,000 gallon storage capacity required for the Project, the 2,000,000 tank would meet NCWD's projected service area needs, as determined in the NCWD's 2001 Master Plan. In addition, the Project's demand for commercial goods and services would be met by new retail, services and community facilities, and by existing retail, service and other resources already located within proximity to the Project site. No new development specifically to meet the Project's scale of commercial demand would be needed. In conclusion, the Project is not expected to indirectly induce population growth through the construction of infrastructure or the demand for commercial goods or services.

CHANGE OF CHARACTER

Change of character impacts relate to changes in land use pattern, scale or character, or reduction of agricultural land. The Project would provide studio uses and production facilities integrated within the existing filming ranch. Specifically, Project development would be generally limited to the westernmost 58 acres within the 890-acre Ranch adjacent to SR-14, such that 195 acres would continue to operate as a working filming ranch with some intermittent agricultural uses, while approximately 637 acres of the Ranch would continue to be used primarily as a filming backdrop with some intermittent agricultural and oil production uses. The proposed buildings would be designed to reflect the existing agrarian and rustic character of the Ranch and integrated

into the topography of the site. Furthermore, much of the new development would be screened from view from Placerita Canyon Road and SR-14 by a vegetation barrier (i.e., a screening berm with native plants) heavily planted with trees and shrubs. While the Project would involve urban-type improvements such as the installation of street signals along Placerita Canyon Road and utility infrastructure, such improvements are not uncommon in the area surrounding the Ranch. Sidewalks would not be introduced along Placerita Canyon Road, thus maintaining the roadway's rural character. Further, development in this location would be consistent with the pattern of freeway-oriented commercial development in the Project area.

Implementation of the proposed Design Guidelines would ensure the Project would provide for a visually appealing, high quality environment. Changes in the visual context of the Development Area and other portions of the Project site would be tempered by the introduction of landscaping and landscaped open space areas, such as pedestrian courtyards and the revitalized creek. Further, the Project would provide for a cohesive site design in part by ensuring architectural compatibility and integration with the surrounding natural environment, thus creating a new, positive visual identity within the western portion of the Ranch. Similarly, once constructed, other than limited aboveground infrastructure such as a booster pump station and a sewer crossing of the LADWP aqueduct, the proposed off-site utilities would be entirely underground, and the Off-Site Infrastructure Improvement Areas would be returned to their existing uses. Similarly, the SCE power pole replacements would occur in approximately the same locations as existing poles, within public right-of-way, as would the proposed roadway intersection improvements. Therefore, the off-site improvements would not result in a change in existing land use or character. As such, the Project would be consistent with the existing land use pattern, scale, and character of the general area.

SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The Project would necessarily consume non-renewable resources and resources that are effectively non-renewable due to their long regeneration time during both construction and operation. The Project would require a commitment of non-renewable resources and renewable resources that would include: (1) building materials; (2) water; and (3) energy resources. Specifically, during construction of Project buildings, the Project would consume non-renewable resources that would include the following building materials: certain types of lumber and other forest products; aggregate materials used in concrete and asphalt, such as sand, gravel and stone; metals, such as steel, copper, and lead; and petrochemical construction materials, such as plastics. During construction, the Project would divert at least 75 percent of construction and demolition debris from Project construction from landfills. Thus, the consumption of non-renewable building materials, such as lumber, aggregate materials, and plastics, would be reduced. Water, which is a limited, slowly renewable resource, also would be consumed during Project construction. Given the temporary nature of construction activities, water consumption during Project construction would result in a less than significant impact on water supplies. Furthermore, the Project's use of construction vehicles and equipment would require the consumption of nonrenewable fossil fuels such as natural gas and oil. The consumption of non-renewable fossil fuels for energy use would occur on a temporary basis during construction.

The resources that would be committed during operation of the Project would include water for drinking and washing, and fossil fuels for electricity, natural gas, and transportation. While Project

operation would result in the irreversible consumption of water, the Project would not result in a significant impact with respect to water supply. During ongoing operation of the Project, non-renewable fossil fuels would represent the primary energy source and, thus, the existing finite supplies of these resources would be incrementally reduced. The Project's estimated electricity and natural gas demand would be within the anticipated service capabilities of SCE and The Gas Company. The Project also would comply with Title 24 of the California Code of Regulations, which sets forth the Building Energy Efficiency Standards to limit the amount of energy consumed by the Project. Furthermore, most of the new buildings for the Project would be designed and constructed to achieve the equivalent of LEED™ certification, at minimum, and would comply with the County's Green Building ordinance. Specifically, the soundstages, production offices, and administration building would comply with the County's Green Building Standards and achieve LEED™ Silver Certification. The commissary would comply with the County's Green Building Standards and achieve LEED™ Certification. The writers/producers bungalows would comply with the County's Green Building Standards. While the mills and the warehouse are exempt from County Code Sections 22.52.2130.C.1 and 22.52.2130.D regarding energy conservation and third party rating systems, they would comply with the other applicable sections of the County's Green Building ordinance and achieve equivalency of LEED™ Certification. The substation and central utility plant would be exempt from the County's Green Building ordinance.

Film production activities, including construction of on-site sets, can require the use, storage, and handling of hazardous materials. These hazardous materials can include, but are not limited to, hydraulic fluid, propane, carbon dioxide, oxygen and acetylene gas, paint thinner, acetone, buckets of paint waste, (which are hauled away for off-site disposal), fiberglass, foam, fog solution (glycol based), mineral oil, explosives (e.g., black powder, gas), batteries, and diesel fuel. These hazardous materials would be used, handled, stored, and disposed in accordance with manufacturer's instructions and applicable government regulations and standards. Compliance with these regulations and standards would serve to protect against significant and irreversible environmental change resulting from the accidental release of hazardous materials. In addition, demolition activities would comply with regulatory requirements to ensure asbestos and lead-based paints are not released into the environment. Compliance with such regulations would serve to protect against a significant and irreversible environmental change resulting from the accidental release of hazardous materials. Similarly, mitigation has been included to address any hazardous materials discovered during construction.

Based on the above, Project construction and operation would be committed to the use of slowly renewable and nonrenewable resources and would limit the availability of these resources and the Project's building site for future generations or for other uses during the life of the Project. However, the continued use of such resources would be on a relatively small scale. As a result, the nonrenewable resources would not result in significant irreversible changes to the environment.

SECTION 8.0

MITIGATION MONITORING AND REPORTING PROGRAM

Pursuant to Section 21081.6 of the Public Resources Code, the Board, in adopting these Findings, also adopts the Mitigation Monitoring and Reporting Program (“MMRP”) for the Disney | ABC Studios at The Ranch Project. This MMRP is designed to ensure that, during Project implementation, the County and other responsible parties will comply with the mitigation measures adopted in these Findings.

The Board hereby finds that the Mitigation Monitoring and Reporting Program, which is incorporated herein by reference and provided as Attachment A to these Findings, meets the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of Project conditions intended to mitigate potential environmental effects of the Project.

SECTION 9.0

CEQA GUIDELINES SECTIONS 15091 AND 15092 FINDINGS

Based on the foregoing findings and the information contained in the administrative record, the Board has made one or more of the following findings with respect to each of the significant effects of the project:

1. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.
2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and such changes have been adopted by such other agency, or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the Final EIR.

Based on the foregoing findings and the information contained in the administrative record, and as conditioned by the foregoing:

1. All significant effects on the environment due to the Project have been eliminated or substantially lessened where feasible.
2. Any remaining significant effects that have been found to be unavoidable are acceptable due to the overriding considerations set forth in Section 16, Statement of Overriding Considerations, of this document.

SECTION 10.0

CEQA GUIDELINES SECTION 15084(D)(3) FINDINGS

The County has relied on Section 15084(d)(3) of the CEQA Guidelines, which allows acceptance of working drafts prepared by the applicant, a consultant retained by the applicant, or any other person. The County has reviewed and edited as necessary the submitted drafts to reflect the County's own independent judgment, including reliance on County technical personnel from other departments.

SECTION 11.0

CEQA SECTION 21082.1(C) FINDINGS

Pursuant to Public Resources Code Section 21082.1(c), the Board hereby finds the Lead Agency has independently reviewed and analyzed the Final EIR, and that the Final EIR reflects the independent judgment of the Lead Agency.

SECTION 12.0

NATURE OF FINDINGS

Any finding made by this Board shall be deemed made, regardless of where it appears in this document. All of the language included in this document constitutes findings by this Board, whether or not any particular sentence or clause includes a statement to that effect. This Board intends that these findings be considered as an integrated whole and, whether or not any part of these findings fail to cross reference or incorporate by reference any other part of these findings, that any finding required or committed to be made by this Board with respect to any particular subject matter of the Final EIR, shall be deemed to be made if it appears in any portion of these findings.

SECTION 13.0

RELIANCE ON RECORD

Each and all of the findings and determinations contained herein are based on the competent and substantial evidence, both oral and written, contained in the entire administrative record relating to the Disney | ABC Studios at The Ranch Project. The findings and determinations constitute the independent findings and determinations of this Board in all respects and are fully and completely supported by substantial evidence in the record as a whole.

SECTION 14.0

RELATIONSHIP OF FINDINGS TO EIR

These findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the Draft EIR and the Final EIR, on the one hand, and these Findings, on the other, these Findings shall control, and the Draft EIR, Final EIR, or both, as the case may be, are hereby amended as set forth in these findings.

SECTION 15.0

CUSTODIAN OF RECORDS

The custodian of the documents or other material which constitute the record of proceedings upon which the County's decision is based is the Los Angeles County Department of Regional Planning located at 320 West Temple Street, Los Angeles, California 90012.

SECTION 16.0

STATEMENT OF OVERRIDING CONSIDERATIONS

The Final EIR has identified and discussed significant environmental effects that will occur as a result of implementation of the proposed Disney | ABC Studios at The Ranch Project. With implementation of the mitigation measures and project design features, discussed in the Final EIR, these effects can be mitigated to levels considered less than significant except for significant, unavoidable adverse Project-specific and/or cumulative impacts in the areas of air quality and noise, as described above in Section 5.0 of this document. Specifically, implementation of the Project would result in the following significant impacts even after imposition of all feasible mitigation measures and would require adoption of a Statement of Overriding Considerations:

Noise Impact: The Project will result in a significant and unavoidable short-term project and cumulative construction noise impact during installation of off-site utility infrastructure and a significant and unavoidable cumulative off-site operational traffic noise impact.

Air Quality Impact: The Project will result in significant and unavoidable regional air quality impacts (VOCs and NO_x) during construction and significant and unavoidable cumulative regional air quality impacts (VOCs and NO_x) during construction.

CEQA Section 21081 provides that no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project were carried out unless the agency makes specific findings with respect to those significant environmental effects. Where a public agency finds that economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, makes infeasible the mitigation measures or alternatives identified in the EIR, and thereby leave significant unavoidable effects, the public agency must also find that “specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.”

In making this determination, the Lead Agency is guided by CEQA Guidelines Section 15093, which provides as follows:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to [CEQA] Section 15091.

Having considered the unavoidable adverse significant impacts of the Disney | ABC Studios at The Ranch Project, the Board hereby determines that all feasible mitigation measures have been adopted to minimize, substantially reduce, or avoid the significant impacts identified in the Final EIR, and that no additional feasible mitigation is available to further reduce significant impacts. Further, the Board finds that economic, social and other considerations of the Disney | ABC Studios at The Ranch Project outweigh the significant and unavoidable impacts described above, and adopts the following Statement of Overriding Considerations. In making this Finding, the Board has balanced the benefits of the Project against its significant and unavoidable environmental impacts and has indicated its willingness to accept those risks.

The following statements are in support of the Board's action based on the Final EIR and/or other information in the record. The benefits from approving the Disney | ABC Studios at The Ranch Project include those related to the development of the area as a vital economic component of the County's fiscal well being. The Project Objectives identify the benefits of Project implementation.

Land Use and Planning Objectives

- Provide for studio uses, including at least eight soundstages and associated production support facilities, within the Ranch, while complementing the Ranch's rural and agricultural setting.
- Transform the area of the Ranch adjacent to SR-14, of which approximately half is comprised of mostly barren fill pads left by Caltrans during construction of SR-14, with a studio design that respects the rural setting of the Ranch and allows views of Placerita Creek and the surrounding hillsides of Placerita Canyon.
- Locate more intensive production uses closest to SR-14, while continuing less intensive existing outdoor filming uses on 195 acres further east within the Ranch, and protecting the existing least intensive uses within the 637 acres used as a filming backdrop.
- Retain 195 acres currently used for outdoor filming and the 637 acres of existing filming backdrop areas within the Ranch.
- Minimize the amount of land within the Ranch to be developed, and cluster and focus new development within and near the existing fill pad areas to reduce the area of impact, provide for a consolidated, efficiently planned Project, minimize the impact to outdoor filming within the Ranch, and retain the ability to film in a natural setting.
- Ensure appropriate and necessary infrastructure capacity for the Project.

- Develop new buildings at grades that minimize visibility from SR-14 and Placerita Canyon Road, adjacent off-site areas, and other portions of the Ranch.
- Minimize visibility of the Development Area from existing outdoor filming areas within the Ranch.
- Implement an environmentally sensitive Project that respects and enhances Placerita Creek and its riparian corridor.
- Implement a comprehensive landscaping program that complies with the County's Drought-Tolerant Landscaping ordinance and provides landscape buffers along Placerita Canyon Road and SR-14.
- Provide a comprehensive oak tree planting program that complies with County requirements and exemplifies a high standard of restoration design, implementation, and maintenance.
- Locate proposed buildings and structures outside the 100-year floodplain and minimize effects on drainage patterns within the Ranch and Project vicinity.

Operational Objectives

- Consolidate indoor and outdoor production uses on a single site, allowing productions full access to the adjacent portions of the Ranch and its outdoor filming and filming sets.
- Provide for either twelve soundstages that allow for up to six first year productions or eight soundstages with a studio office component that provide further flexibility to host up to two mature productions along with additional post-production facilities associated with those shows.
- Incorporate flexibility into the Project so studio office uses may be developed in lieu of four soundstages, two mills, and associated production offices in order to respond to evolving market conditions and production needs.
- Provide a secure environment consistent with the requirements of studio-related uses.

Transportation, Parking, Access and Transit Objectives

- Provide for convenient vehicular access to and from SR-14 to limit the amount of Project-related vehicles traveling along Placerita Canyon Road and other local roadways in the Project vicinity.
- Maintain adequate internal access within the Ranch to allow continuation of existing outdoor filming and agricultural operations.

- Functionally integrate the proposed development with other areas of the Ranch via a system of roads, shared bicycle access, and pedestrian pathways within the Development Area that connect to existing unpaved roadways within the Ranch.
- Provide adequate internal access within the Development Area to meet the needs of the proposed studio-related uses, including space requirements for production trailers and equipment.
- Provide adequate vehicular queuing areas and lines of sight at entrances and exits in the Development Area and the Ranch.
- Provide improvements that encourage alternative and fuel-efficient forms of transportation (e.g., bicycle storage areas, preferential parking for low-emission/fuel-efficient vehicles and carpools/vanpools, etc.).
- Promote use of recreation trails within the Project vicinity.
- Provide pedestrian and bicycle access throughout the Development Area to reduce unnecessary vehicular travel and promote non-motorized circulation within the Ranch.
- Provide on-site parking that meets the demand generated by the Project uses.

Sustainability Objectives

- Create an ecologically sound Project that implements a comprehensive program of resource protection, enhancement, and conservation and encourages recycling during both construction and operations.
- Promote sustainability, including measures to increase efficiency and the use of renewable resources while decreasing use of non-renewable energy.
- Use green building design and construction practices as well as new technologies to reduce the consumption of energy and water.
- Implement green building design and construction practices capable of achieving Leadership in Energy and Environmental Design (LEED™) certification and LEED™ Silver certification for many buildings within the Development Area. Specifically, the soundstages, production offices, and administration building would comply with the County's Green Building Standards and achieve LEED™ Silver Certification. The commissary would comply with the County's Green Building Standards and achieve LEED™ Certification. The writers/producers bungalows would comply with the County's Green Building Standards. While the mills and the warehouse are exempt from County Code Sections 22.52.2130.C.1 and 22.52.2130.D regarding energy conservation and third party rating systems, they would comply with the other applicable sections of the County's Green Building ordinance and achieve equivalency of LEED™ Certification. The substation and central utility plant would be exempt from the County's Green Building ordinance.

- Use drought-tolerant plant species, including native and non-native plants, for a minimum of 75 percent of total landscaping in compliance with the County's Drought Tolerant Landscaping ordinance in order to minimize water usage.
- Use planted areas and bio-swales to promote groundwater infiltration and reduce stormwater runoff.
- Promote the efficient use of water through incorporation of water conservation measures.

Economic Objectives

- Support the expansion of the entertainment industry both locally and regionally.
- Continue the Ranch's important role in the entertainment industry by providing for studio-related uses on the Ranch to meet the growing and changing needs of the entertainment industry.
- Expand the economic base of the County and City by generating additional employment opportunities and revenues.
- Provide jobs in a housing rich area.
- Create construction jobs and provide a boost to the local economy.

The Board finds the Project Objectives would include benefits to the County. In addition to these Project Objectives, the following benefits constitute an overriding consideration warranting approval of the Project despite the significant and unavoidable environmental effects:

- (1) Implementation of the Project would maintain and enhance the social and economic vitality of the Santa Clarita Valley community by providing improved on-site filming services and job opportunities associated with the construction and operation of the Project.
- (2) The Project would create synergy between the existing outdoor filming activities and proposed indoor film production consolidated on the same site, thus maximizing efficiencies and reducing vehicle trips.
- (3) The Project has been designed to develop less than 10% of Golden Oak Ranch and to preserve over 637 acres of mostly undeveloped hillsides of Golden Oak Ranch, which serve as a filming backdrop for filming activities, and contain the most significant natural environmental resources on Golden Oak Ranch.
- (4) The Project would dedicate a variable-width easement for the Placerita Canyon Connector Trail, which would be constructed as a public, multi-use trail for hiking, mountain-biking, and equestrian use that would connect to existing trails within Angeles National Forest. The Placerita Canyon Connector Trail would also include a trailhead/staging area near the existing access road to the Water Tank Area on the Ranch, which would consist of an approximately 19,000-square foot dirt or gravel surface with unstriped parking for up to

four vehicles and horse trailers, a kiosk for way finding, regulatory and directional signage, horse ties, and entry gate, and potentially lodge-pole fencing where needed.

- (5) The Project would reconstruct eroding slopes on either side of Placerita Creek created by Caltrans during construction of State Route 14 in the early 1970s. The reconstructed and stabilized slopes would be planted with native vegetation, increasing the riparian area and jurisdictional streambed under the jurisdiction of the California Department of Fish and Wildlife.
- (6) The Project would implement a comprehensive oak tree and woodland mitigation program that would plant at least 1,600 oak trees (with the guaranteed survival of 1,144 oak trees through the seven-year monitoring period) of a variety of sizes within areas of Golden Oak Ranch east of the Development Area. The program exceeds the County's requirements for oak tree and woodland mitigation.
- (7) The Project would connect the proposed on-site wastewater system through a new sewer line to the City of Santa Clarita's existing local wastewater collection system. The proposed wastewater alignment is part of the Sewer Master Plan for the City of Santa Clarita and would allow an existing residential area and other existing development in the area to convert from septic tanks to a public sewer system.
- (8) The Project would provide Disney | ABC Studios and the television and motion picture industry with a state-of-the-art facility, thereby increasing the potential for future filming operations and revenues in the County.
- (9) The Project would promote millions of dollars in annual economic activity in the County and generate revenue in the form of taxes and fees that would be available to the County to fund public services.
- (10) The Project would create approximately 3,100 jobs during construction and approximately 2,800 jobs at full operation.
- (11) The Project would include traffic infrastructure improvements to improve traffic flows.
- (12) The Project's buildings would be designed to reflect the existing agrarian and rustic character of the Ranch. The new buildings would be integrated into the topography of the site with rounded roofs on the soundstage buildings to blend the new development with the surrounding mountains.
- (13) The Project would construct new water infrastructure to connect the Project with the nearest Newhall County Water District (NCWD) delivery system. The Project would construct a 2,000,000 gallon water tank, which would exceed the Project's water demand and would provide supplemental capacity for Newhall County Water District, consistent with their 2001 Master Plan, which called for approximately four million gallons of future storage needs in the area.

In light of the foregoing, and the information contained within the Final EIR and other portions of the Project record, the Board concludes that implementation of the Disney | ABC Studios at The

Ranch Project will result in the development of a beneficial commercial project as outlined above. The Board further concludes that these benefits outweigh the significant, unavoidable environmental impacts associated with development of the Disney | ABC Studios at The Ranch Project and, accordingly, adopts this Statement of Overriding Considerations. Substantial evidence in the record supports this conclusion, and can be found in the Final EIR, record of proceedings, and public hearings for the Project.